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JUNE 2001

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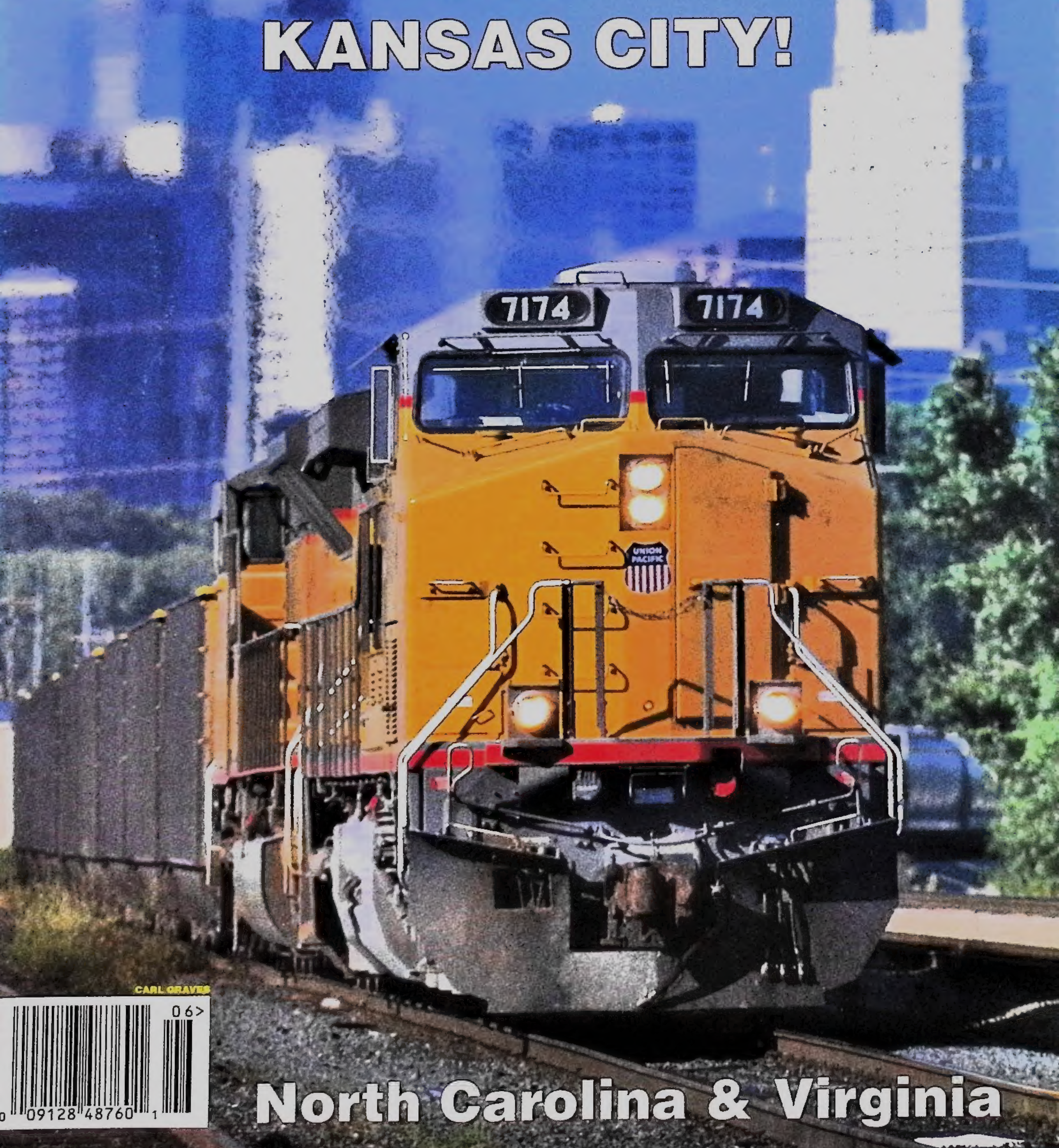

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RAILFAN & RAILROAD

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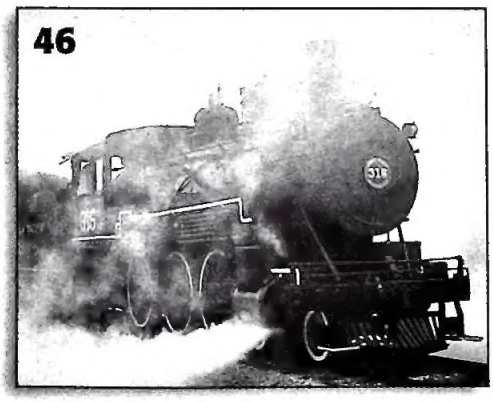

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on the cover

Behind Union Pacific run-through power, Kansas City Southern unit coal train No.65 bound for Fort Towson, Oklahoma passes Lydia and Front Streets on the way to Knoche Yard in Kansas City, Missouri on August 19, 1999. Carl Graves and Wayne Kuchinsky make sense of Kansas City's maze of railroads and yards beginning on page 28. Photograph by Carl Graves.

Publisher's Desk

Railroad Man's Magazine in 1911

WE WERE CAREFULLY flipping through Volume IV of Railroad Man's Magazine, covering the period from January to May 1911, ninety years ago. The paper in these rare old copies is now brittle and somewhat browned. I keep the file in my office to prevent unauthorized people from damaging them as they are irreplaceable. I thought some of our current readers might enjoy the type of humor once found in these pages and culled out a few bits for this month's column. Remember this was an era of Irish immigrants, black porters, and stuttering was thought to be funny.

Wanted: A Corkscrew

James J. Hill, at one of the Conservation Congress banquets in St. Paul, told this railroad story:

"When sleeping cars first came in," he said, "the bedclothes in the berths were very scanty. On one of these early cars, one night after everybody had turned in and the lights were low, a loud voice called from an upper berth:

'Porter, got a corkscrew?'

The porter came hurrying down the aisle. 'Boss,' he said, in a scandalized tone, 'we don't allow no drinkin' in the berths. It's against the rules.'

'Oh, it ain't that, porter,' the voice answered. 'I just want to dig out a pillow that's sort of worked its way into my ear.'"

Left Behind

"Funniest thing I've seen lately", said the candy man on the Rock Island suburban trains, "was the other day when a man rushed up to the Twenty-Second Street Station and said to the agent, "H-h-has the Joliet train g-g-gone?"

"Yes, there it goes up the road there".

"Does it s-s-s-top-p-p-p-p-"

"Yes, it stops at Thirty-First Street."

"Does it s-s-s-top-p-p-p-p-a-a-ny —"

"Yes, it stops at Forty-Seventh, Fifty-First, Englewood, and Blue Island."

"Does it s-s-s-top-p-p-a-a-anywh-wh – "

"Yes, it stops at all stations. But what difference does it make to you? You're not aboard."

"J-just what I'm k-k-kicking about. S-s-top-p-p-anywh-wh-wh-where long enough I could r-r-run and overta-ta-take it?'"

Served Him Right

A large and pompous person, wearing a high hat, a long coat, yellow spats, and a congenital sneer, who was about to leave Washington for New York City, walked over to the porter and said,"Here, you; I am going to quit this town and go back to New York, where I can get some decent service. I want you to buy me two seats in a parlor car on the four o'clock New York train. Get me two tickets now and meet me at the station with the tickets. I want one to sit in and one to put my feet on.

The tickets were delivered at the train just before it pulled out. One seat was in Car No. 3 and the other was in Car No. 4.

The Difference

"You've got a pretty lot of citizens to allow themselves to be charged at the rate of five cents a mile from here down to the Junction on a miserable one horse branch railroad", said the shoe drummer, bitingly.

"I'd like to call yer attention to one fact before you go on using sech language", answered the station agent, calmly, "and that is that while it may be five cents an mile, it's only thirty five cents per hour!"

RAILFAN & RAILROAD

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Join Green Frog's professional photographer, Rich Scheid, as we visit Canadian National's operations in Southern Ontario and CN's South Eastern subsidiary, Grand Trunk, on the Mt. Clemens Subdivision.

We will visit locations in Southern Ontario such as Niagra Falls, London, Komoka, Strathroy, and then the Lake Huron Port of Sarnia where we'll visit the CN yard and depot. Next we'll watch trains go under the International Border through the tunnel under the St. Clair river and visit both portal locations in the U.S. and Canada. Then we'll stop in the yard at Port Huron, USA and head down the Mt. Clemens Sub visiting locations such as the Pine River crossing, Richmond, New Haven, and Mt. Clemens. Finally we'll turn South to Detroit and visit Milwaukee Junction and finish with the Detroit Amtrak depot and General Motors' world headquarters.

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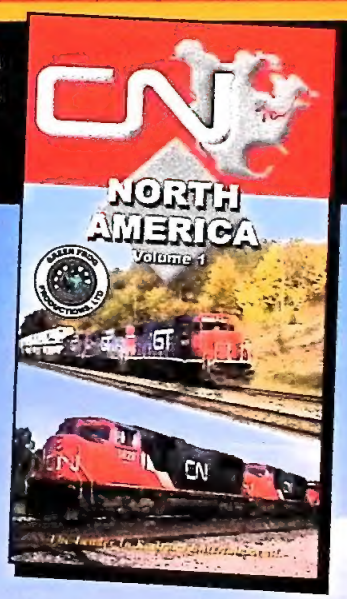

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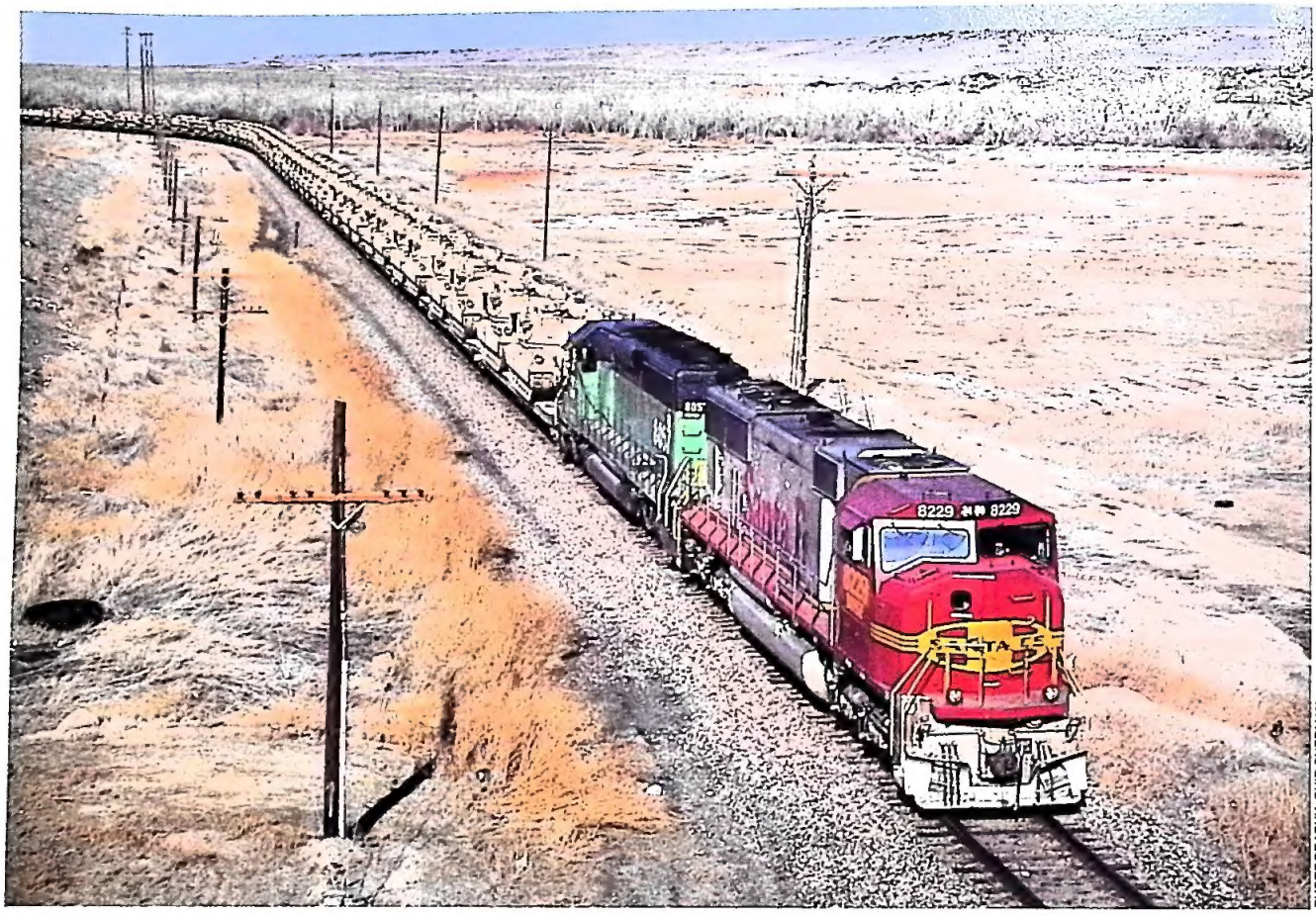


PHOTOGRAPHY: CHIP SHERMAN

The Third Cavalry Moves by Rail

by Chip Sherman

THE UNITED STATES ARMY Third Armored Cavalry Regiment moved its heavy equipment by rail to exercises in Colorado in February 2001. Armored personnel carriers, 60-ton M1A2 tanks, Bradley Fighting Vehicles, M548 Scorpion ammunition carriers and other tracked vehicles moved on February 12, 2001, in the first of three trains from Fort Carson to the Piñon Canyon Maneuver Site, some 150 miles southeast of Colorado Springs, Colorado. BNSF handled the move from the Fort Carson yard, via Kelker, south on the Joint Line to Pueblo, then southeast to La Junta. There, the trains moved southwest on BNSF's Raton Subdivision 60 miles to Simpson Siding, site of the Army's Piñon Canyon rail yard. Over three dozen M1A2 tanks moved behind BNSF warbonnet painted SD75M 8229 and BN green SD40-2 8057 from Kelker to La Junta, Colorado, on the afternoon of February 12th.

The unit train, BNSF symbol U-CSP-SIM1-12, carried all desert brown tracked vehicles aboard flatcars from BNSF, OTTX and DODX. A second train, U-CSPSIM1-14, operated on February 14th behind BN SD40-2 8008 and BNSF 6390.

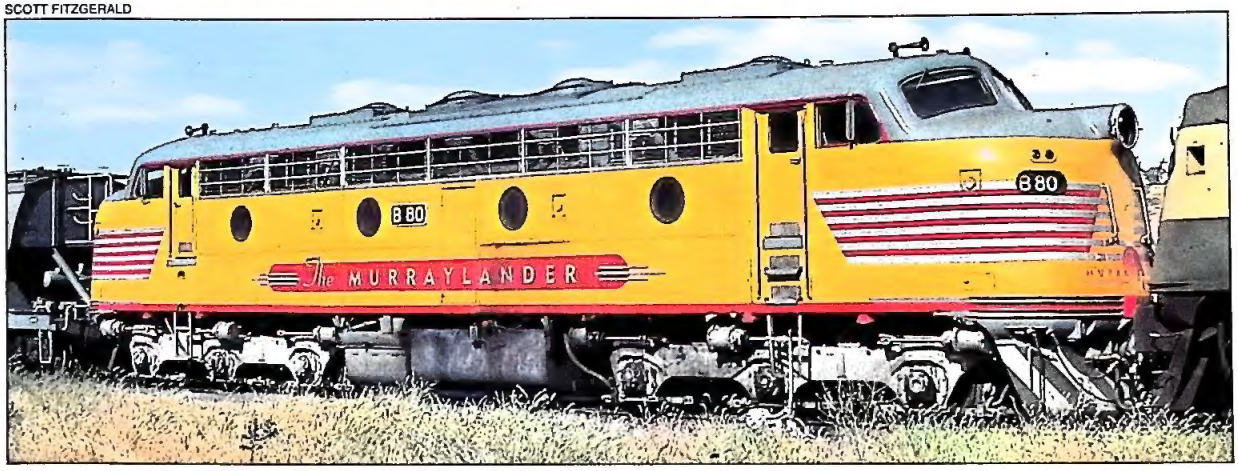
The Third AC Regiment is one of only two units in the United States Army to field the M1A2. The Third AC is also the Army's only heavy cavalry regiment. The Regiment's history goes back to 1845-'46, when the Regiment of Mounted Riflemen was formed to guard the Oregon Trail. Instead, the unit was sent to fight in the Mexican War. After the war, it returned to its Oregon Trail assignment. The unit was designated the Third United States Cavalry in 1861. The Regiment was assigned to Fort Lewis, Washington, from 1968 until 1972, then to Fort Bliss, Texas, until 1996, when it was moved to Fort Carson, Colorado, south of Colorado Springs. The modern cavalry regiment remains a highly maneuverable, flexible and lethal asset to the Corps.

The Piñon Canyon Site was opened in 1985, and boasts 237,000 acres of training land — the largest Army training site in the U.S. except for the National Training Center at Fort Irwin, California. The site's size is perfect for Army exercises that require brigade-level maneuvering at the distances called for in battlefield plans.

No live-fire training takes place at the site. Instead,

Overland Route Influence Down Under

SCOTT FITZGERALD



FORMER V/LINE B-CLASS NO.B80 at Junee, New South Wales, Australia was painted in a pseudo-UP paint scheme for a proposed excursion train called the *Murrylander*, which was to run from Adelaide to Tailem Bend, South Australia, using refurbished ex-Australian National cars. Only a few cars were finished, which were sold to Freight Australia for use as relay vans (crew dorms) on the Specialized Container Transport train between Adelaide and Perth. The GM diesel was refurbished by West Coast Railway and is currently leased to Australian Transport Network for service between New South Wales and Victoria. — *BILL HOUGH*

Enroute from Fort Carson, Colorado to the Piñon Canyon Maneuver Site near Pueblo behind BNSF Warbonnet SD70M 8229 and Burlington Northern SD40-2 8057, military special U-CSPSIM1-12 runs along the Joint Line on Union Pacific's ex-Rio Grande bypass around Pueblo, Colorado, on February 12, 2001 (OPPOSITE TOP). **U-CSPSIM-1-12 rolls beneath UP empty coal train CNXNA-12 south of Fountain, Colorado** (OPPOSITE BOTTOM). **Heavy duty DODX and BNSF flats carry various armor, including two M1A2 main battle tanks at right, through the interlocking at Bragdon, Colorado** (ABOVE).

exercises use the Multiple Integrated Laser Engagement System (MILES), which allows combatants to fight using their actual weapons, shooting lasers rather than live rounds. Hits and kills inflicted on vehicles or personnel are measured by sensor strips attached to both men and machines.

The first M1A2 main battle tanks had arrived at Fort Carson in January 1999. They offered dramatic improvements in system supportability and fightability over their predecessors. The Armored Cavalry Regiment's First Squadron received the first 41 tanks.

The most innovative feature of the M1A2 is the "core vetronics" system, which is to the tank what avionics is to the jet fighter. The vetronics system provides faster and more accurate target acquisition. Data and power are transmitted on dual systems. If one system is interrupted, signals are automatically diverted to a parallel path. Another improvement in combat effectiveness is the hunter/kill target acquisition. The tank commander has an independent thermal viewer which allows him to see the entire battlefield independently from the gunner and still direct main gun firing.

In times of peace as well as war, the railroad is the most efficient way to move large numbers of armored vehicles long distances. Exercises like this one help keep the railroads, as well as the army, prepared.

Thanks to SSG Gary Qualls at the Fort Carson Public Affairs Office.

WSOR E-unit freight

On February 10, 2001, Wisconsin & Southern E9A No.10C pulled a 29-car freight from Janesville to Madison, Wisconsin. The move positioned the unit for use on the "Old Feed Mill" (see ON THE MENU, March 2001 R&R) dinner trains starting the next day.

ROBERT EINEKE

ROBERT A. LAMAY

AOE kicks off season

The 16-car *American Orient Express* train set receives last-minute attention from the car knockers at Denver on February 19, 2001, in preparation for the following day's deadhead move to Los Angeles **(right)**. AOE's first trip of the season was a Los Angeles to Washington, D.C., tour.

Eagle Festival steam

The Valley Railroad ran two trips a day using 2-8-2 No.40 between Essex and Haddam, Connecticut, over President's Day weekend, February 17-19, 2001. No.40 is shown along the Connecticut River just south of Haddam on February 17th **(left)**.

REGGIE McGEE

Wheeling Lifesaver unit

Wheeling & Lake Erie ex-Southern GP35 No.102, the railroad's first Operation Lifesaver unit, is shown in fresh paint at Canton, Ohio, on February 11, 2001.

More Railnews on Page 26

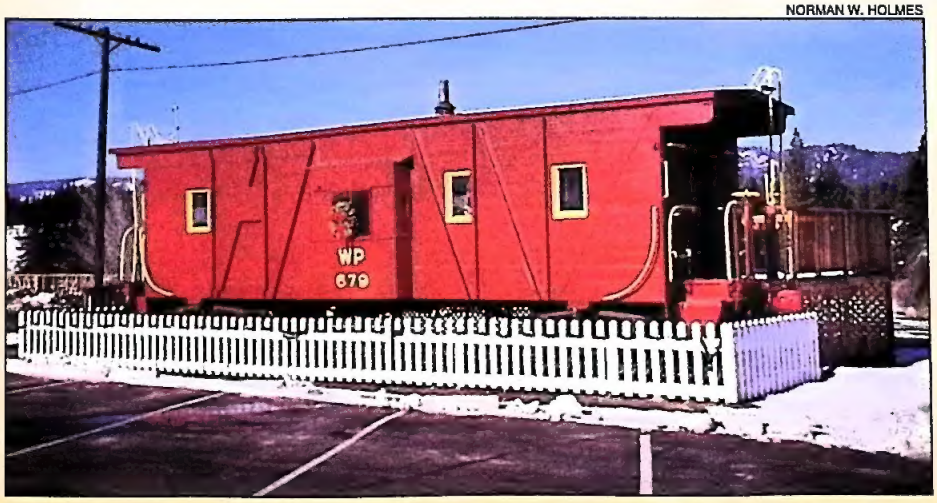
CHIP SHERMAN

JIM SHAUGHNESSY

Tex-Mex on ice

Helm Leasing GP60s 7700 and 7701 have been leased by Vermont Railway System, replacing the Susquehanna SD70M's. The former Texas-Mexican units are shown in deep snow westbound with Green Mountain train 264 in 40 inches of snow at Ludlow, Vermont on March 12, 2001.

NORMAN W. HOLMES



Portola viewing platform

At the suggestion of Feather River Rail Society members, the City of Portola, California, has moved its Western Pacific caboose from the city park to the rear of the parking lot off Commercial Street, adjacent to the former Western Pacific yard leads. Assisted by Society members, contractor Rick Joy donated his services to move the car. A trackside platform has been built to provide a safe location for viewing Union Pacific operations.

Timetable

Railfan events guide

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

CHICAGO, ILLINOIS, May 4-7. AAPRCO Spring Fling trip through the midwest aboard the Dover Harbor. Overnight stops in Hannibal, Mo., Excelsior Springs, Mo., and St. Paul, Minn. Passengers may also ride from Washington, D.C. to Chicago and return before and after the AAPRCO trip. Prices start at $2649 for a complete package from Washington or $2149 from Chicago. Single-day and other short segments available, write for details. For information contact the Washington, D.C. Chapter NRHS, c/o Pat Clark, Reservations Agent, 9136 Windemere Way, Jessup, MD 20794-9524.

MIDDLETOWN, PENNSYLVANIA, May 5. Middletown & Hummelstown Railfan's Day featuring a passenger train covering the entire M&H main line and a special photo freight with Alco T6 1016 over a portion of the line. Numerous photo stops and runbys, plus a night photo session. Activities begin in Middletown at 9am. Fare $32 includes coach seat, box lunch and night photo session. Tickets from Jersey Central Railway Historical Society, P.O. Box 700, Clark, NJ 07066; Visa/MC can order directly from the railroad at 717/944-4435 ext. 0; information from 908/233-3606; *wwww.jcrhs.org.*

DANBURY, CONNECTICUT, May 5-6. Spring Railfair 2001 at the Danbury Railway Museum featuring an excursion from Poughkeepsie to Danbury over the Maybrook Line on Saturday, short excursions on the Maybrook Line both days, Saturday night photo session. Other activities include restoration demonstrations, photo freight runs, track car rides, operating turntable rides, locomotive displays, railroadiana and model dealers, book signings, U.S. Post Office special cancellations, U.S. Army displays, more. Hours are 10am-5pm each day. For information call 203/778-8337 or visit *www.danbury.org/drm.*

CAPE MAY COURT HOUSE, NEW JERSEY, May 12. Railfan Day on Cape May Seashore Lines featuring two ex-PRSL RDC's on ex-PRSL trackage. Two round trips to Cape May with plenty of photo stops, night photo session. Trip departs 10am. Tickets $30 (includes both round trips and night session) from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860. Information call 973/383-3355 (9am-5pm); e-mail *steve@daylightimages.com;* Visa/MC accepted on-line at *www.daylightimages.com/capemay.html.*

ORRVILLE RAILROAD HERITAGE SOCIETY, INC., (P.O. Box 11, Orrville, OH 44667; 330-683-2426; *www.orrvillerailroad.com*) will host the following special events. Contact the society for complete details.

May 12, round-trip excursion from Orrville to Pittsburgh *(see separate listing).*
June 9, round-trip excursion from Orrville to Spencer, Ohio (two departures); tickets $25 adults, $15 kids.
June 9-10, Depot Days at the Orrville depot.
August 4-5, Overnight excursion from Orrville to Pittsburgh for the Three Rivers Boat Regatta and fireworks *(see separate listing).*
August 25, excursion to the Lorain County Fair from Canton and Orrville; tickets $39 economy coach, $45 regular coach, $75 first class, children $10 off above prices.
October 13, loop excursion from Orrville to Medina, Ohio, out via Canton and Akron, return via Spencer *(see separate listing).*
November 23-24, open house at the Orrville depot

ORRVILLE, OHIO, May 12. All-day excursion to Pittsburgh sponsored by the Orrville Railroad Heritage Society via the Wheeling & Lake Erie to Rook Yard. Bus transfer to Station Square. Trip will be powered by ORHS diesel locomotive 471. Coach fare $75. For tickets or information contact ORHS, P.O. Box 11, Orrville, OH 44667; 330/683-2426 (weekdays 1pm-5pm); *www.orrvillerailroad.com.*

MONTICELLO RAILWAY MUSEUM (P.O. Box 401, Monticello, IL 61856; 217/762-9011; *www.prairienet.org/mrm*) will hold the following special events. Call or write for information.

May 12-13, Throw Momma on the Train; mothers ride free.
June 16-17, Father's Day Bluegrass and More; bluegrass music and fathers ride free.
July 3, Fireworks Train; ride the train to the fireworks (reservations required by calling 800/952-3396).
August 11-12, Caboose Trains with multiple cabooses.
September 15-16, Illinois Central Railroad Days celebrating 150th Anniversary of the IC; passenger and freight trains with IC equipment and special displays.
October 20-21 and 26-28, Ghost Train ride through Haunted Hollow.

RAIL TRAVEL CENTER (139 Main Street, Brattleboro, VT 05301; 800/458-5394; *www.railtravelcenter.com*) will run the following special trips. Call or write for full details.

May 15-28, Blue Ridge Rail Circle with Amtrak, Great Smokey Mountains Railroad, Dollywood, Tweetsie, Cass Scenic, Durbin & Greenbrier, more.
July 8-23, Maine and the Maritimes featuring Amtrak's *Downeaster* to Portland, Narrow Gauge Museum, Boothbay museum, Belfast & Moosehead Lake, Via's *Bras d'Or* and *Ocean Limited.*
August 16-20, Amish Rails featuring Strasburg Rail Road, Black River & Western, museums and more.
August 20-30, Keystone Historical Rail Tour featuring New Hope & Ivyland, Wanamaker, Kempton & Southern, Gettysburg, East Broad Top, Horseshoe Curve and more.
August 22-September 3, Wilderness Trains of the Great Lakes featuring Amtrak's *Empire Builder,* North Shore Scenic, *Minnestota Zephyr,* Algoma Central to Hearst, South Simcoe Railway and more.
September 3-14, Alaska Cruise/Rail Tour featuring White Pass & Yukon, Alaska Railroad, more.
September 20-23, Smithsonian Streamliner Weekend to Chicago on the *Capitol Limited* and *Cardinal* from Washington.
October 3-14, Grand Fall Tour of New England featuring Winnepesauke Railroad, Hobo Railroad, White Mountain Central, Conway Scenic, Mount Washington Cog, Green Mountain and Amtrak's *Vermonter.*
October 6-13, Riverbarge Excursion Rivers to Rails featuring cruise of the Ohio and Kanawha Rivers and Amtrak's *Cardinal.*
October 6-13, Hudson Bay/Polar Bear Explorer featuring Via's *Northern Spirit* and bear photo safari.
October 13-18, Bluegrass Autumn Reunion featuring Bluegrass Scenic, Kentucky Railway Museum, Indiana Transportation Museum and French Lick, West Baden & Southern.
October 18-30, Ozark Autumn Tour featuring St. Louis light rail, St. Louis, Iron Mountain & Southern, Amtrak's *Ann Rutledge* and *Heartland Flyer,* Branson Scenic, Silver Dollar City, Eureka Springs & North Arkansas, Arkansas & Missouri, National Museum of Transportation and more.

STEAMTOWN NATIONAL HISTORIC SITE in Scranton, Pa., will hold the following special events. For more details call the park at 888/693-9391.

LONDON'S COLORFUL TRAINS

Since Britain's railways privatized there are now lots of colorful paint schemes. We checked out London's main line stations to see what was new, including Eurostar, the Channel tunnel train, and spent a day at Clapham Junction, Britain's busiest RR station. 2 hours LOND $35.95

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WINTER ON THE MOFFAT ROUTE

Continuing our very popular winter series, we look at the Moffat Route through the Colorado Rockies west of Denver. We caught the Ski Train with F40's in Rio Grande-like paint in a blizard, Amtrak and coal trains in lots of scenic locations. MOFF 90 minutes $29.95

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May 18-28, Memorial Day/Armed Forces Week celebration *(see separate listing)*
September 1-3, Rail Expo 2001 with visiting rail equipment.

SCRANTON, PENNSYLVANIA, May 18-28. Memorial Day/Armed Forces Week at Steamtown National Historic Site. Activities include steam-powered troop train to Tobyhanna on May 19 ($20/$10 kids under 12; reservations by May 15 recommended), armed forces open house at Tobyhanna Army Depot, night photo session featuring DL&W 426 and steam on May 19 ($15), World War II vehicles on flat cars, WWII and Civil War encampments, Civil War railroading exhibit, more. For more information or Tobyhanna trip/night photo reservations contact Steamtown National Historic Site, 150 South Washington Avenue, Scranton, PA 18503, 888/693-9391 ext 5206; *www.nps.gov/stea.*

BLACK RIVER & WESTERN RAILROAD (P.O. Box 200, Ringoes, NJ 08551; 908/782-6622; *www.brwrr.com*) will hold the following special events. Fares for all trips (except mixed train) are $8 adults, $4 kids 3-12, under 3 free. Contact the railroad for full information
May 19-20, Great Train Robbery.
June 17, Father's Day, fathers ride free with paid child.
July 20, Mixed freight *(see separate listing).*
September 15-16, Great Train Robbery.
October 27-28, Halloween Special.

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com*) will sponsor the following events. Call or write for complete details.
May 19-June 1, Great Canadian Rail Adventure from Vancouver to Jasper and Banff, Cariboo Steam Special, more *(see separate listing).*
May 26-28, Cariboo Steam Special with CPR 2-8-0 3716 from North Vancouver to Kelly Lake, B.C. *(see separate listing).*
September 7-19, Inside Passage, White Pass & Northern Wilderness includes cruising the Inside Passage, plus the Fall Northern Wilderness and White Pass Steam Spectacular listed below.
September 10-18, Fall Northern Wilderness RDC trip over BC Rail from Vancouver.
September 15-18, White Pass Steam Spectacular with chartered double-header on passenger, freight and mixed consists.
September 22-29, New England Fall Colors Rail Adventure in Massachusetts and New Hampshire with eight train rides.
September 27-28, Rio Grande Spectacular charter photo freight on the Cumbres & Toltec Scenic.
October 6-8, Wisconsin Fall Colors Rail Cruise on the Wisconsin & Southern from Waukesha to Prairie du Chien with E-units and dome cars.

WILMINGTON, DELAWARE, May 19. Grand Reopening Celebration of the Wilmington & Western. Opening ceremonies at 11am, all-reserved steam train to Hockessin departs Greenbank at 12:30pm, diesel train to Mount Cuba picnic grove departs at 1pm, free shuttle service for walking tours of Brandywine Springs Park with PRR doodlebug 4662 begins at 1:15pm, steam train to Mount Cuba departs at 3:30pm. For ticket information contact the Wilmington & Western Railroad, P.O. Box 5787, Wilmington, DE 19808; 302/998-1930; *schedule@wwrr.com; www.wwrr.com.*

WEST CHESTER, PENNSYLVANIA, May [illegible]0. Railfan Extravaganza sponsored by the West [illegible] Railroad and the Lancaster and Philadelphia [illegible]S. Open house and night photo session [illegible] Saturday night at the West Chester yard. Sunday [illegible] Philadelphia's 30th Street Station with Read[illegible]F diesels, departing 9am. Tickets $40 coach, $50 dinner car. By reservation only from West Chester Railroad [illegible] Association, P.O. Box 355, Yorklyn, DE 19736, 610/430-2233; *http://westchester.net.*

POSTPONED

GREAT CANADIAN RAIL ADVENTURE will operate May 19-June 1, featuring rides on Amtrak's Talgo train, Via's *Canadian* and the *Rocky Mountaineer,* plus a trip on Vancouver Island and steam on BC Rail. Prices start at $2795. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com.*

BLANDON, PENNSYLVANIA, May 26. PicnicRail '01 at Maier's Grove adjacent to the Norfolk Southern ex-Reading main line sponsored by the Anthracite Railway Historical Society, Conrail Historical Society, Reading Company Technical & Historical Society and the Hawk Mountain, Lehigh Valley and Pottstown & Reading Chapters NRHS. Afternoon video presentations and snacks, sales tables and more. Barbeque chicken dinner served at 5pm. Afternoon photography seminar and evening slide show by R&R's Steve Barry. Price $10 adults, $5 kids 3-12, under 3 free (but reservations requested). Tickets from HMRHS, c/o Philip Reppert, 17 Adele Avenue, Blandon, PA 19510.

NORTH VANCOUVER, BRITISH COLUMBIA, May 26-28. Cariboo Steam Special on BC Rail with 2-8-0 3716 operating to Kelly Lake. Trip covers 193 miles each way. Photo runbys will be held each day. Prices start at $358 ($448 Canadian). For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com.*

SOUTHERN PACIFIC 4449 has trips planned for 2001. Visit *www.4449.com* for updates. Tickets for the Stampede Pass trip can be ordered from Northwest Rail Museum, P.O. Box 19342, Portland, OR 97280.
May 26-27, two-day circle trip from Portland, Ore., to Yakima via Columbia River and Stampede Pass. Coach tickets

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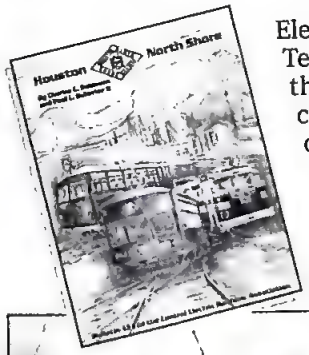

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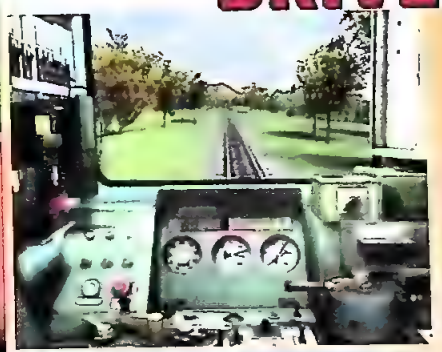

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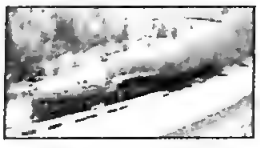

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are $399 (double occupancy) or $449 (single occupancy) and includes lodging, breakfast and lunch both days. Add $70 for club car seating or $90 for dome seating.

June 2-3, *tentative* one-day trips to Wishram, Wash.

WORCESTER, MASSACHUSETTS, June 2. *Maritime Limited* excursion train to the U.S. Navy Submarine Museum at Groton, Conn., via the Providence & Worcester. Trip departs 10am, returns 4pm, optional bus connection from the Boston area. Fare $35 per person. For more complete information contact the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445; *www.mysticvalleyrs.org.*

MANASSAS, VIRGINIA, June 2. Manassas Railway Festival featuring rail equipment displays, excursions, the Buckingham Lining Bar Gang, modular railroads and more. Event runs from 10am-4pm. For more information call 877/848-3018; e-mail *hmi@erols.com; www.visitmanassas.org.*

UNION, ILLINOIS, June 2-3. First Annual Railroad Fine Art Show at the Illinois Railway Museum, featuring the artwork of Ted Rose, Margaret Mailly and Gil Reid on display and for sale. Regular museum admission of $9 adults, $7 seniors or kids 5-11, kids under 5 free, family maximum $35. For information call 800/BIG-RAIL or write IRM, Box 427, Union, IL 60180; *www.IRM.org.*

MILWAUKEE ROAD 261 will power two excursions to celebrate the reopening of the Milwaukee Road depot in Minneapolis. On June 2 there will be a 200-mile roundtrip excursion to Willmar. On June 3 the 261 will power a 150-mile roundtrip to St. Cloud. Coach seats are $69 for Willmar and $59 for St. Cloud. There will also be a reception on June 1 at the Milwaukee Road depot ($25). For more ticket options visit *www.261.com.* Tickets available from Friends of the 261, 4322 Lakepoint Court, Shoreview, MN 55126.

FRIENDS OF THE RAILROAD MUSEUM OF PENNSYLVANIA (P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *frm@redrose.net; www.rrmuseumpa.org*) will hold the following special events at the museum in Strasburg. Regular admission charged for all special events unless noted. Call or write for complete information.

June 2-3, Pennsy Days with special lectures, demonstrations, tours of PRR equipment, noted artists and authors selling works, more.
July 6-7, Reading Days with special presentations, model railroad, tours of Reading equipment, more.
August 16-19, Railroad Circus Days with model circus trains, equipemt and performances displayed by the Circus Model Builders International.
October 12, 13, 19, 20, 26, 27, Tricks, Trains & Treats with ghostly tales at the museum and a ride on the Strasburg Rail Road. Tickets $15.95, $9.95 kids 3-11.
November 10, Trains and Troops featuring exhibits exhibits and displays on the role railroads played in the defense of our nation.

DELTA, PENNSYLVANIA, June 3-24 (Sundays only). 25th anniversary presentation of the Ma & Pa Railroad month at the Old Line Museum, 602 Main Street, 1:30-5pm. Memorabilia, photos, scale drawings, and models of Maryland & Pennsylvania locomotives, rolling stock and buildings, plus discussions and guest speakers. No admission, but donations appreciated. For more information contact J.E. Murphy, Box 9706, Baldwin, MD 21013; 410/592-7491.

DALLAS/FORT WORTH, TEXAS, June 7-10. NMRA Lone Star Region 50th Anniversary Convention will feature tours of BNSF headquarters and the Dallas Area Rapid Transit shops and facilitiers, in addition to model railroad events. Advance registration $75. For more information contact Stan Pirzchalski, 4832 Lakeside Drive, Colleyville, TX 76034; 817/540-2350; *karstanpir@home.com.*

CALGARY, ALBERTA, June 9-10. Heritage Park Railway Days featuring continuous live steam action with a matched pair of 0-6-0s on passenger and freight trains, including double-headers. Other activities include telegraph operation, speeder rides, model railroad displays, safety promotion, steam back-shop visits, spike driving and more. For more information phone 403/259-1900.

WILLIMANTIC, CONNECTICUT, June 10. Connecticut Eastern Railroad Museum Grand Opening featuring guided tours of the railroad village, equipment displays, dedication of new roundhouse. Event runs 10am-4pm, roundhouse dedication at 2pm. Admission $3. For more information contact CERM, P.O. Box 665, Willimantic, CT 06226, *www.cteastrrmuseum.org.*

MENDOTA, ILLINOIS, June 16-17. Third annual Mendota Railroad Crossing Days at the Union Depot Railroad Museum and the Hume-Camegie Museum with a Gandy Dancer's Express, railroad swap booths and craft show, tours of steam locomotive No.4978 and other equipment and more. For more information contact the Mendota Museum & Historical Society, P.O. Box 433, Mendota, IL 61342-0433; 815/539-3373; *www.mendotamuseums.org.*

WHIPPANY, NEW JERSEY, June 17. Father's Day at the Whippany Railway Museum featuring hand car demonstrations, an operating demonstration of 1918-vintage Morristown & Erie railbus No.10, and a large G-scale layout with *Thomas the Tank Engine.* Admission $1, kids under 12 $.50. For more information call the museum at 973/887-8177 or visit *www.WhippanyRailwayMuseum.org.*

ST. LOUIS, MISSOURI, June 18-23. Convention of the National Railway Historical Society celebrating the 150th anniversary of the first rails laid west of the Mississippi. For more information write to St. Louis Chapter NRHS, PMB 271, 2129 Barrett Station Road, St. Louis, MO 63131-1638 or visit *www.stlouisnrhs.org/nrhs2001/home.htm.* Tentative line-up includes:

June 19, excursion to Gorham, Ill., with Union Pacific 3985.
June 20, National Museum of Transportation and Wabash, Frisco & Pacific live steam railroad; MetroLink light rail tour.
June 21, excursion to Hannibal/Quincy, Mo., with Frisco 1522; RAILFAN & RAILROAD night photo session.
June 22, seminars and banquet.
June 23, excursion to Newburg, Mo., with Frisco 1522.

KENTVILLE, NOVA SCOTIA, June 22-24. The 2001 Maritime Federation of Model Railroaders Convention will feature a 2-3 hour ride on the Windsor & Hantsport's *Evangeline Express.* For more information call Ric Hamilton at 902/538-7783 or visit *http://mfmr.homestead.com.*

EAST HAVEN, CONNECTICUT, June 23-24. Trolley Pageant at the Shore Line Trolley Museum, showcasing subway and elevated cars 100 years old or more with exhibits, demonstrations and photo opportunities, plus a parade of cars representing the trolley era. Admission $6, $5 seniors, $3 kids 2-15, includes unlimited trolley rides and all demonstrations and exhibits. For more information call the museum at 203/467-6927 or visit *www.bera.org.*

GALESBURG, ILLINOIS, June 22-23. 24th Annual Galesburg Railroad Days featuring displays, excursions, tours and other family activities. For more information contact Railroad Days, P.O. Box 60, Dept. RF, Galesburg, IL 61402-0060; 309/343-2485 ext. 737.

BOSTON, MASSACHUSETTS, June 29-July 15. Oregon Trail & Reno Too trip via Amtrak's *Lake Shore Limited* and western Amtrak trains. Trip goes to Oregon, then on to Reno via Donner Pass. All-inclusive fares with coach class start at $1700 per person double occupancy. For complete information contact the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445; *www.mysticvalleyrs.org.*

FELTON, CALIFORNIA, July 3-31 (Tuesdays only). Tiny Train Tuesdays at the Roaring Camp Railroads featuring the Kahuku, an 1890 Baldwin 0-4-2T. Ride the Kahuku free with any same-day regular Roaring Camps ticket. For information call 831/335-4484 or visit *www.roaringcamp.com.*

FELTON, CALIFORNIA, July 7. Steam Festival at the Roaring Camp Railroads with historic gas and steam-powered engines and a steam-powered sawmill, plus steam trains. For information call 831/335-4484 or visit *www.roaringcamp.com.*

GREAT CIRCUS TRAIN will make its annual trip from Baraboo to Milwaukee, Wisc., on July 7-9, with the Great Circus Parade in Milwaukee on July 15. The train will visit many Wisconsin towns along the way including Madison, Neenah and Stevens

On May 1st 1999, Western Maryland steam returned to the former Western Maryland Elk River Branch. Join us for hi-lites of the 1999 CALS at CASS railroad weekend. You'll be there as the Western Maryland Shay 6 battles Cheat Mtn. up the 5% grade to Old Spruce. Go TRACKSIDE for photo runs at Spruce, Big Cut, Twin Bridges and more. *Digitally recorded.* 44 min. ***ONLY $24.95 ppd.***

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RINGOES, NEW JE[illegible] July 20. Mixed freight on the Black River & Western dep[illegible] Cars. Return time depends on freight switching, lunch is available. Advance sales only, fare $25 from Black River & Western Railroad, P.O. Box 323, Ringoes, NJ 08551, attn: Elizabeth Griswold

BELLOWS FALLS, VERMONT, August 3-5. Transpo 2001/Rockingham Old Home Days with visiting rail equipment and special rail excursions in addition to the *Green Mountain Flyer.* Night photo session Saturday night will feature a spectacular fireworks display over the equipment displays in the Green Mountain Railroad yard. More details to follow.

CINCINNATI, OHIO, August 4. *Summerail at CUT* sponsored by the Cincinnati Railroad Club and Miami Valley Railfans. A full day of activities featuring multi-media slide presentations, railroad show & sale and a visit to Cincinnati Union Terminal's Tower A. Scheduled presenters include Joe Biancke, Dale Brown, Brian Carleson, Mark Demaline, Ron Flanary, Steve Forrest, Terry LaFrance, Dennis Nehrenz, Mark Perri, Jerry Peyfer, Ron Spiga, Lance Wales and Gib Yungblut. Tickets sold in advance for $12 or on day of show if available. Make checks payable to Miami Valley Railfans and mail to Summerail 2001, Aubrey Flock, 4103 Elliot Avenue, Dayton, OH 45410.

ORRVILLE, OHIO, August 4-5. Overnight trip to Pittsburgh for the 23rd Three Rivers Boat Regatta & Fireworks sponsored by the Orrville Railroad Heritage Society. Buffet lunch after arrival in Pittsburgh, plus sightseeing dinner & dance cruise on Gateway Clipper river boat. Ticket prices include rail fare, buffet lunch, boat cruise, bus transfers and hotel accomodations. Coach fare $239, first class $295, single room supplement $45. Tickets available from ORHS, P.O. Box 11, Orrville, OH 44667; 330/683-2426 (weekdays 1pm-5pm); *www.orrvillerailroad.com.*

SCRANTON, PENNSYLVANIA, August 10-12. Alco/DL&W celebration on GVT's Delaware-Lackawanna Railroad commemorating the 150th Anniversary of the Delaware, Lackawanna & Western and the 100th Anniversary of the American Locomotive Company. Events include a Friday night slide show at the Electric City Trolley Museum adjacent to Steamtown. Saturday features a static display of seven different Alco models, followed by an excursion featuring two RS3s on a photo freight over the DL&W Pocono Main. Night photo spectacular features D&H Alcos posed under DL&W 426 at Bridge 60. Sunday morning trip features two RS3s on the Carbondale line. Tickets $130 covers all Saturday and Sunday activities (Friday show $15 extra), capacity limited to 125 people. For more information get on the mailing list by sending an e-mail to *DL&W-ALCO-DAYS@gvtrail.com* or phone 716/343-5398.

ELY, NEVADA, August 24-27. Photo workshop at the Nevada Northern's facilities with complete access and photographic freedom from dawn to dusk each day. Optional steam and diesel trips available. Photographer Stanley W. Trzoniec will host the workshop. For more information contact Classic PhotoWorkshops, 58 West Main Street, Northboro, MA 01532; 508/393-3600; *fotoclass@aol.com.*

FELTON, CALIFORNIA, September 1-3. Summer Sampler at the Roaring Camp Railroads with a sampling of the best historic reenactments including train robberies, tapper and trader encampment, operating steam saw mill, historic rail equipment, handcar rides and more. For more information phone 831/335-4484 or visit *www.roaringcamp.com.*

GREEN BAY, WISCONSIN, September 1-7. Amtrak group tour aboard the Empire Builder to the Izaak Walton Inn at Essex, Mont., hosted by the National Railroad Museum. Trip includes two nights sleeping accomodations on Amtrak and four nights at Essex. For information and pricing contact Tim Tennant or Charles Schuetz at the National Railroad Museum, 2285 South Broadway, Green Bay, WI 54303-4832; 920/437-7623; *tstennant@nationalrrmuseum.org.*

ORRVILLE, OHIO, October 13. Medina Loop Express fall foliage circle trip sponsored by the Orrville Railroad Heritage Society. Outbound trip operates via Brewster, Canton, Hartville, Mogadore and Akron. Layover in Medina for sightseeing, lunch and shopping. Return trip via Spencer. Fare $55 adults, $45 kids under 12, first class $110. Tickets available from ORHS, P.O. Box 11, Orrville, OH 44667; 330/683-2426 (weekdays 1pm-5pm); *www.orrvillerailroad.com.*

CHICAGO, ILLINOIS, November 4-13. Special ARM/TRAIN Convention private car roundtrip to Salisbury, N.C. behind the *Capitol Limited* and *Carolinian* with private cars *Lac Vieux Desert, Palm Beach* and *Cimarron River.* Sleeping accomodations, meals, beverages and transfers in Salisbury included. For information and pricing contact Tim Tennant or Charles Schuetz at the National Railroad Museum, 2285 South Broadway, Green Bay, WI 54304-4832; 920/437-7623; *tstennant@nationalrailroadmuseum.org.*

DILLSBORO, NORTH CAROLINA, November 11. Photo special and steam excursion behind 2-8-0 No.1702 on the Great Smoky Mountains Railroad sponsored by the Yadkin Valley Chapter NRHS. Trip will cover the entire 53-mile length of the GMSR with photo runbys. Fare $85 adults, $45 children. Extra fare options available. For more information phone the GMSR at 800/872-4681.

INTERNATIONAL TOURS

ASCUTNEY TRAVEL (46 Tremont Square, Claremont, NH 03743; 800-TRAINS-4) will sponsor overseas rail tours to Spain, Sardinia, Siberia, Switzerland, Slovenia, South Africa, Cambodia, Myanmar, Peru, Australia, Hungary, Turkey, Jordan and more with an emphasis on steam. Call or write for details.

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; *www.trainsunltdtours.com*) is sponsoring the following foreign tours. Write for a free catalog.

Russia, several different departures through September 16.
Chile, June 16-24, visiting nine railroads plus six chartered diesel and electric trains.
Peru, August 5-18, with 12 charter trains on 7 lines powered by steam, diesel and electric.
Mexico, December 3-9, chartered diesel train to the Copper Canyon.

RAIL TRAVEL CENTER (139 Main Street, Brattleboro, VT 05301; 800/458-5394; *www.railtravelcenter.com*) will run the following foreign trips. Call or write for full details.

England, June 7-21, Great Little Trains of Wales.
Eastern Europe, June 22-July 6, with Harz Mountain and Dresden narrow gauge, German ICE, private main line steam charter to the Danube Bend, more.
Austria, July 4-16, with narrow gauge, steam and cog railways.
Switzerland, August 28-September 11, with steam cog railways, narrow gauge "Golden Pass" railway, Swiss main lines, miniature steam, more.

RAILROADIANA MEETS

GATS LIMITED will hold Great American Train Shows, Great Western Train Shows and Great Midwest Train Shows at the following locations. Hours are 11am-5pm (10am-4pm for Wheaton, Ill.), admission $6 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148; 630/834-0652; *GATS@ibm.net; www.gats.com.*

May 5-6, Jacksonville, Fla., Prome Osborne Convention Center.
May 6, Wheaton, Ill., DuPage County Fairgrounds.
May 19-20, Fresno, Cal., Big Fresno Fair.
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TIMONIUM, MARYLAND, May 6. 13th Annual Transpo 2001 Baltimore Transportation Memorabilia Show & Sale at the Maryland State Fairgrounds, I-83 Timonium Road exit, 10am-4pm. Admission $5, kids under 12 free. Mention RAILFAN & RAILROAD for a $1 discount. Information: Transpo, P.O. Box 10372, Alexandria, VA 22310; 703/768-2990; *transtique@aol.com.*

NEWTON, MASSACHUSETTS, May 11. NRHS Collector's Night Railroad Show sponsored by the Boston Chapter NRHS, 7pm-10pm. Admission $1. Information: Kevin T. Farrell, Boston Chapter NRHS, P.O. Box 66202, Auburndale, MA 02466-0003; 978/663-6239; *emsry@yahoo.com.*

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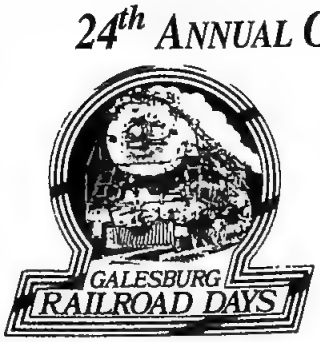

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Letters from readers

Milwaukee's electrics

I recently purchased a copy of the April 2001 Railfan & Railroad for John C. Illman's article "Berkeley to South Bend and Back — 1950." The article was great, and so were the author's photos. I really enjoyed the Milwaukee Road photos in particular.

That brings me to the reason for my letter. The captions for the two photos that featured electric locomotives contained errors. The captions for the photos of E-15 and E-17 stated the two were bi-polars. They are actually class EP-3 and built by Baldwin-Westinghouse. Interestingly, in the text the author is correct in reference to E-4 at Seattle being a bi-polar. At that time the bi-polars worked the Coast Division between Tacoma and Othello. They were numbered E-1 through E-5. The larger EP-3s were assigned to the Rocky Mountain Division between Avery, Idaho, and Harlowton, Montana. They were numbered E-10 through E-18.

There was one error I noted in the text referring to Burlington E5 diesels as "shovel nosed." To the best of my knowledge, the E5 units were similar to the E6 units which were more well-known. The E5 differed in that it had stainless steel side panels, fluting and lower windows. That particular model was only built for the Burlington.

Thank you for printing Mr. Illman's article. It brough back some old memories.

ROBERT K. DOWLER
SPOKANE, WASHINGTON

The reference to the "shovel-nosed" E5s was simply to differentiate the E5 look from the more rounded noses of later E-units. Perhaps "slant nosed" would have been more appropriate? — S.B.

N&W steam and trolleys

Reference is made in Jeff Terry's LINESIDE LEGACY in the April 2001 issue concerning Norfolk & Western No.578 looking out of place pulling Pullman cars under trolley wire. During the years 1927-'30 I rode in Pullman cars with family in both directions between Portsmouth and Columbus behind No.578 or sister locomotives 572, 575 and 576. These locomotives pulled the Columbus section of train Nos.3 and 4, the *Pocahontas,* and Nos.15 and 16, the *Cavalier,* which operated daily between Norfolk and Cincinnati. Oddly enough, you could look out your Pullman window at about 6:30 a.m. and see interurbans on the adjacent third-rail tracks between Chillicothe and Circleville as they headed for Columbus.

I also remember Columbus, Delaware & Marion deluxe cars 500 and 501 in their bright red paint as they passed near my Columbus home during that period of time. I believe the Ohio Railway Museum has one of these cars. It is good to know that the museum is on the road to recovery.

RAYMOND R. MYERS
PLANT CITY, FLORIDA

Santa on Monticello's equipment

On behalf of the Monticello Railway Museum organization I would like to say that we enjoyed seeing Steve Smedley's fine photo of the 2000 Norfolk Southern Santa Special on page 28 of the April 2001 issue. I would like to correct a couple of errors in the caption, however. This was actually the seventh consecutive year that the Museum has furnished some or all of the equipment used in the train, with the same consist being used the last three years. Five round trips were made each day between Decatur and Niantic, Illinois. Illinois Central coaches 2612 and 2920 are steam heated. The third car, IC office car No.7, is electrically heated.

Incidentally, the Museum will use its vintage fleet of IC equipment to commemorate the 150th anniversary of the Illinois Central during 2001. Highlights will include hosting the Illinois Central Historical Society on July 6th during its annual convention and operating IC freight and passenger trains for Railroad Days on September 15th and 16th.

BRIAN HIGGINS
MONTICELLO RAILWAY MUSEUM
MONTICELLO, ILLINOIS

Along for the Acela ride

In reading Joe Calisi's article on the maiden voyage of the Acela Express in the February 2001 issue, I felt as if I was one of the fortunate passengers to experience this trip first hand. Through the descriptive manner in which the text was written, I could smell the coffee and taste the food. The description of the spaciousness and amenities on the train seemed to put me in a relaxed frame of mind. I enjoyed the article immensely, so much that I plan to enjoy this experience first hand over the summer. I also enjoyed the photographs.

FRANK SCHULTERBRANDT
VIA THE INTERNET

Panhandling along the Ohio

Naw — why wait? I was going to wait and see if anyone else caught the error in the Transtar map in the April 2001 issue, but decided that since it relates to "my part of the country" I'd chide you about it myself.

As a native of Wheeling, West Virginia, and on behalf of other Mountaineers who also felt cheated, I (we) are resentful of the fact that your cartographer has turned over West Virginia's northern panhandle to the state of Ohio and we'd appreciate it if you folks returned it to its rightful citizens. Let's set the record correct.

J.J. YOUNG, JR.
CHARLESTON, WEST VIRGINIA

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Engine No.1

AS SOON AS A RAILROAD got its second locomotive, it needed to identify both engines. Simply referring to the second engine as "the new engine" sounded too much like dialogue from a bad movie. Besides, if the railroad was successful, the second engine wouldn't remain the "new" engine very long. In the early days, railroads named their engines, usually suggesting speed or power — *Tiger* or *Hercules* — though it wasn't unheard of to name an engine for a member of the board of directors, despite the tradition of not naming ships, trains, locomotives and Pullman cars for living persons. The railroads quickly discovered that names and classification schemes were not compatible. Consider a speedy series of locomotives named for big cats: *Tiger*, *Lion*, *Cheetah*. The chief mechanical officer and the shop foreman would have to know not only steam locomotives but also cats. Moreover, a railroad could run out of cats before it filled its roster. Take something as simple and honorable as the presidents of the United States; Baltimore & Ohio was only on the sixth member of its *President* class of Pacifics (their numbers were their primary identification) when it came up against a second Adams. The series ended just before the second Harrison, and had it continued, B&O would have had to wrestle with Grover Cleveland's second term.

All in all, numbers were better. There were plenty to go around, especially if a railroad used four-digit. Indeed, railroads seemed happiest with four digits. Many roads could have gotten by nicely with three-digit, maybe even two-digit numbers. Did shippers feel more confident when the 2-8-0 that showed up to take away their loaded box car was numbered 9482, even though the railroad may have had no more than 50 locomotives? The Rutland might confirm this. The road got rid of the four-digit numbers that accompanied New York Central control, going back to two-digit numbers except for switchers, and look where it got the Rutland!

Railroads were reluctant to use single-digit numbers, possibly because there were only nine. Few railroads wanted to limit a class to nine members — it was an admission that the railroad was small enough to need only nine of some particular type of locomotive. Some railroads used single-digit numbers for special-service and experimental locomotives, and Number 1 was almost sacred, like the governor's license plate. Baltimore & Ohio No.1 was a lightweight 4-4-4 named *Lady Baltimore*. The magic of the single-digit number didn't last long. The *Lady* soon gave up her number to a four-unit FT freight diesel and was renumbered 5330, above the *President* Pacifics and below the experimental Hudsons. The duplex-drive 4-4-4-4 that was George H. Emerson's ultimate locomotive got a four-digit number, 5600.

Milwaukee Road's first two *Hiawatha* Atlantics were 1 and 2; two more engines just like them were numbered 3 and 4. Their successors, the F-7 Hudsons, were numbered 100-105 and the glamor of numbers 5 through 9 went to a group of Fairbanks-Morse passenger diesels. Years later, the Milwaukee bought five FP45s numbered 1 - 5. The Milwaukee must have known in 1968 that it would not need even nine numbers for new passenger engines.

Illinois Central was another road that assigned the number 1 to something special: a fast freight 4-6-4 rebuilt from a 2-8-4. Too slippery, it was modified for passenger service and given an anonymous-looking number, 2499, up in the middle of IC's 4-8-2s. The number 1 was painted on special locomotives in the diesel era too. Boston & Maine and Rock Island both assigned the number 1 to diesels for lightweight passenger trains: B&M 1 was a Fairbanks-Morse P-12-42 at one end of its Talgo train (No.2 was at the other end), and Rock Island 1 was the LWT12 of its *Jet Rocket* Talgo. Southern Pacific thought enough of its 3-foot gauge line in the Owens Valley to order a diesel for it — numbered 1.

The Pennsy treated single-digit numbers just like any other number. For most of the steam era, the Pennsylvania Railroad didn't bother with blocks of numbers for classes. Possibly it could foresee running out of four-digit numbers if it used blocks for each wheel arrangement. Or possibly it thought that assigning blocks of numbers to classes of locomotives was the sort of thing a road like the New York Central would do. In 1930 the Pennsy had 6152 locomotives, and just three classes, K4, L1 and I1, accounted for almost 1600 of those. Somewhere in Pennsy's motive power department was a basket full of slips of paper with numbers on them. As Altoona finished up another batch of 100 K4s, the superintendent would telegraph Philadelphia, and someone would reach into the basket for 100 slips of paper — so the K4s carried numbers that ranged from 8 to 8378. The number 3 went to a B6sa six-wheel switcher, 2 to an L1 Mikado, and 1 to an H6b Consolidation.

During John W. Barriger's tenure as president, the Monon ordered a batch of box cars. Barriger is reported to have thought about yard clerks feverishly writing down six-digit car numbers as cuts of cars rolled by, and had the new box cars numbered from 1 to 500. Several railroads did that with groups of steam locomotives: the Missouri Pacific with a class of 2-8-0s built between 1905 and 1910, the Frisco with a group of Baldwin 2-10-2s in 1916, and the New York Central with the H-10a 2-8-2s built by Lima and Alco in 1922. Western Pacific had a group of 2-8-0s that began with No.1, but in WP's case, that wasn't starting over—that was just starting.

In the diesel era, several railroads numbered their switchers from 1 — just another number. Canadian National and Burlington Northern kept the smallest numbers for the smallest locomotives — both had GE 44-tonners numbered 1. But not the Pennsy; a 44-tonner carried its highest number, 9999.

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New product news and reviews

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The Cincinnati Railroad Club offers reproductions of White & Kemble railroad mortgage maps originally published between 1949 and 1955. The four maps in the club's initial release include Norfolk & Western (including Western Maryland, Norfolk Southern Railway, Winston-Salem Southbound, and Virginian), Baltimore & Ohio, Louisville & Nashville, and Southern Railway. The maps are printed in color on heavy, matte poster paper and measure from 18"×19½" to 18"×30½". Each map sells for $9.95, or $35.95 four all four, plus $6.00 shipping per order. Order from the Cincinnati Railroad Club, Inc., P.O. Box 14157, Cincinnati, OH 45250-0157; 513/651-7245 or *www.CincinnatiRRClub.org*.

SOFTWARE REVIEW

Track Builder 3, by Signal Computer Consultants, P.O. Box 18445, Pittsburgh, PA 15236. $55.00; upgrade from *Track Builder 2*, $35.00

Every railfan has a favorite stretch of track they enjoy visiting. *Track Builder 3* is a new 32-bit program that runs on Windows 95 and NT 3.51 or better, allows the user to recreate a cyber version of virturally any piece of railroad in the world, and operate it on *TB3's* companion program, *Train Dispatcher 3*, which was reviewed in the May 2001 issue.

Using a series of "painting tools," *TB3* allows the installation of up to 1000 turnouts and 1000 signals, as well as crossovers and diamonds. In addition, 1000 trains entering a territory from up to 200 origins may be run over a 90-day period. Other features allow the use of helper grades, calling relief crews and the duplication of most railway operations.

Developed with Frank Bryan and Fred Frailey, *TB3* makes it feasible to develop territories which recreate operations such as the Conrail main from Cleveland to Elkhart, the joint BNSF-UP Powder River Basin coal line, and the Emporia Subdivision of the renowned BNSF "freight main." Of course, much less complex simulations can also be created.

Available either online or on CD-ROM, *TB3* is supported by good documentation downloaded from the Internet. This complex program can occasionally freeze up, to it's important to save frequently. *TB3* is highly recommented for those who wish to duplicate prototype operations. Whether you're a railfan or a frustrated modeler, *TB3* and *TD3* will let you experience your favorite railroad, no matter what the weather or how far away. — *CHARLES W. BOHI*

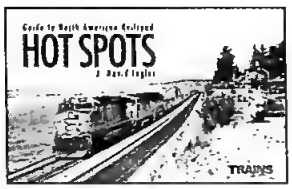
BOOK REVIEW

Guide to North American Railroad Hot Spots

by J. David Ingles from Kalmbach Publishing Company, 21027 Crossroads Circle, P.O. Box 986, Waukesha, WI 53187-0986; 800/533-6644; *www.trainsmag.com;* 208 8½"×5½" pages, soft cover; $24.95 plus $4.95 shipping.

With summer rapidly approaching, you may be asking yourself, "Where can I go on vacation to watch trains?" This book has 100 answers for you.

The *Guide to North American Hot Spots* (which includes the United States and Canada) lists some of the best train watching locations around, with each entry getting a two-page spread. On the left page is a representative photo of the location, while on the right is everything you need to know about said location. Information includes the site's popular name (i.e. "The Puzzle" for the CSX/Norfolk Southern diamond in Birmingham, Alabama), the location (referenced to the Rand McNally Street Atlas), driving directions, a description of what's there, the type of operation, typical motive power, peak hours, approximate train frequencies, radio frequencies, points of interest, remarks, safety considerations and magazine references (funny how these all refer to articles in *Trains*).



"Hot spots" are generally a single location, even though surrounding lines are just as busy, interesting, and scenic. For example, Horseshoe Curve is singled out as the "hot spot" for the ex-Pennsy main line, and the bridge at Burnside, Kentucky, gets the nod for Norfolk Southern's Rathole Division. On the other hand, all of Cajon Pass appears as one entry.

Different contributors were responsible for each entry, so someone familiar with the territory actually prepared the information. You'll find a good representation of "name" photographers among the contributors including Steve Schmollinger, David Busse, Alex Mayes, Phil Gosney, Ron Flanary, Steve Glischinski and Bruce Kelly.

Now for the locations themselves — what constitutes a "hot spot?" According to the book's introduction, frequency should be about one train per hour (24 trains per day) and should be readily accessible in a safe way. Two railroads serving the spot makes it all the better. There is some attempt at geographic balance, so some "hot spots" that wouldn't make it under the traffic guidelines sneak in so all the locations won't be along the Union Pacific, in California or around Chicago. Therefore, you'll find entries for Pattenburg Tunnel in New Jersey (the book says 15-25 trains per day, but that's being kind), Binghamton, New York (15 to 20 trains per day) and Paradise, Montana (15 trains per day). A glance at the map on page 7, which has all the locations identified, shows that a number of hot spots are located along a line that stretches from New Haven, Connecticut, across northern New Jersey, Pennsylvania, Ohio and Indiana and ends in a big clump of locations around Chicago.

Even if you aren't planning a trip this summer, this is still a good book to have around. It just may inspire you to pencil in a week's vacation, grab your camera and head out to a "hot spot." — *S.B.*

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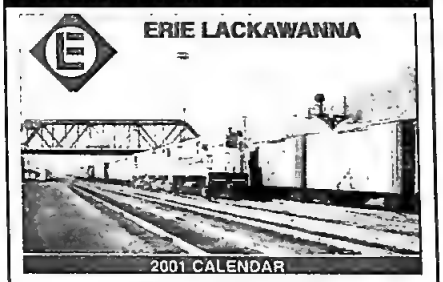

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Videos

Reviews of new releases

Pacific Electric No.3: The Northern District

Catenary Video Productions, 22-D Hollywood Ave., Ho-Ho-Kus, NJ 07423, 800/343-5540, $42.50 plus $4.00 shipping. Visa and Master Card accepted; available only direct from the producer; *www.catenaryvideo.com*. 70 min., VHS. Mostly color with a little black & white.

This is the final third of Catenary Video's trilogy on the Pacific Electric, the largest and arguably the finest of interurban lines. The tape covers the Northern District, whose lines went to the suburbs to the northeast (more east than north). Today the L.A. Basin is almost completely built up, but in the late '40s and early '50s, before the desecration of the Southland by freeways and development, Pacific Electric tied together the communities it served with a transit system that today's generation can only envy.

The tape's format is as the earlier volumes. An overview map shows the District, and then each line is mapped individually with a clever system of graphics superimposing the separate lines on the map of the whole. Coverage starts with the Alhambra-Temple City line and the Whittier line, which had the distinction of being the only Northern District line that did not go through the Aliso Street corridor in downtown Los Angeles. The extensive box motor freight service centered on Union Station, and various types of box motors are shown in varied locations throughout the system, with the RPO service also depicted. The special movements required by the Rose Parade and the Santa Anita Racetrack also get deserved coverage. The lines are viewed generally from west to east with views from the ground, aboard the cars and from the cab. There is good coverage of Valley Junction, where the San Bernardino line met the main stem of the Northern District to the northeast. This is the four track stretch with the very interesting junctions with the Pasadena Short Line, the Pasadena via Oak Knoll line and the Sierra Madre lines. The line to San Bernardino is shown in all its glory.

This tape is every bit as perfect as the earlier tapes of the Southern and Western Districts. Editing is excellent, as are the graphics and the maps of the various lines. Film to tape transfer is perfect. The underlying films range from very excellent to mediocre, but most tend far more to the former than the latter with only the bare fraction that is mediocre being truly historic, where the tradeoff between content and image quality is worth it. One has to hand it to the producer for finding all this extensive material. Sound dubbing is also especially good; one scene shows a car pulling out of the Sierra Vista station with the whistle being blown while the motorman pulls on the whistle cord. Students of period automobiles are also going to be happy with the flavor of the Southland of the '40s and very early '50s being captured to a degree that one would not have thought possible. My only suggestion is to relate the various spots to today's freeways for the benefit of younger fans, and to mention of the resurrection on the San Bernardino line under today's Metrolink. This tape is definitely on the "must have" list, and is worth every penny.

— *Richard D. Forest*

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Arctic Power

Chandos Television Productions, 118 Cumberland Street, Cornwall, ON K6J 4H5; 613/347-3836; 60 minutes, VHS; $23.95 U.S., $3.00 shipping; *www.datacom.ca/chandos.*

From Chandos, a new producer to me, comes a top-notch tape — well-shot and creative, using professional video equipment under extreme conditions, and extremely well edited. This tape gets high marks for telling a solid, well-organized story about winter operations on today's Ontario Northland, taking advantage of great co-operation from the railroad and its crews. Shot in February 2000, it was 30 degrees below zero (any way you want to measure it, deadly cold). Of course, there is a total blanket of snow and little activity on the local roads. The modern cabs of ONR's new SD75I locomotives ("I" for isolated cab) are therefore most welcomed by the engineer and conductor, much better accommodations than a boiler and cab curtains. We ride with them on the Temagami Sub, first southbound from Englehart (day turning to night), then northbound out of North Bay (with night turning to day). We also view operations trackside and at the North Bay engine servicing facilities. An excellent combination of live sound, narration, and really good music put the finishing touches on this program, a blend of men, machines, and duty, set against the beauty and harshness of nature.

Here is some of the imagery covered: from-the-cab views of the gradual fall of night and the crack of dawn over a frozen landscape; backlit diesel exhaust plumes reminiscent of a steam locomotive; cab gauges at night with the headlight illuminating the distant track; close-ups of engineer, conductor and service crews concentrating on their work; cuts from cab running at night to nighttime runbys; inspection of the engine after midnight; night runbys at the North Bay depot in a snowstorm; meets on the road. This tape is a must for contemporary diesel fans, fans of winter, those interested in modern railway operations, and those who want to learn from a really well done, well above average production. — *Tom Kelcec*

Millennium Harvest

Chandos Television Productions, 118 Cumberland Street, Cornwall, ON K6J 4H5; 613/347-3836; 60 minutes, VHS; $23.95 U.S., $3.00 shipping; *www.datacom.ca/chandos.*

From the producer of "Arctic Power" comes another educational, very well shot, edited and narrated look at the complete story of how an Elkhart, Illinois, grain elevator works in harmony with the farmers and the railroad that serves it. I would recommend this program to schools. The tape shows artful scenes of farmers at work in the fields and tracks the road haulage of grain to the elevator. Viewers learn how grain is received, dried, sorted, stored, marketed, and then loaded into grain hoppers and finally ride a grain train through the fields on the Union Pacific. This is not a superficial tape. It delves into all the details as told by the men and women who do the work at the peak season — the fall harvest.

A little history begins the show, with discussions of how the old Alton line morphed into the Union Pacific. We are gradually introduced to the character of the facility, the UP main line, the town, and the

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Volume I, Number 2

Spring / Summer - April, 2001

The excitement and drama of railroading in the Northeastern United States and Eastern Canada is brought to you in the pages of Railroad Explorer. Page after page of stunning action packed glorious color images of railroading through the seasons.

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Street Running

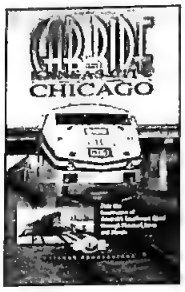
Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333; *www.pentrex.com;* fax 626/793-3797; 104 minutes; VHS; $29.95 each, plus $4.00 shipping.

I've witnessed a few railroad operations in the U.S. which run down city streets, and there is a lot more of this going on today than I imagined. With massive locomotives, freight cars and lengthy trains, the old images of cars swerving and pedestrians freezing to avoid calamity (while others take risks worthy of Hollywood) are still alive. Compiled from shooting over the years and seasons from coast to coast, Pentrex has produced a tape that surveys 20 locations, some of which are now abandoned. Technically the tape is fine, with a lot shot in the sun, and ample time to watch the cars go by from inches away. Cutaways to town life now and then spice the content. Almost of necessity, most of the angles are "coming-right-at-you" head on views, with a little, but not much variety (a few overhead shots, broadsides and pans are used). Local props such as buildings and so on are used when available. Locations range from small, quaint, rural towns to urban centers or industrial zones, and they are afforded varied screen times in the tape. Motive power ranges from the most modern six axle brutes of CSX, NS and CPR to short line engines such as an Alco T6 and S2, and electric trolleys. This program is a unique concept nicely handled, and suitable for railfans as well as modelers.

Among the highlights are: LaGrange, Kentucky (CSX on ex-L&N); Augusta, Georgia (NS through the historic district); Erie, Pennsylvania (NS winter operation with manned crossing tender shanties); Oakland, California (freight and passenger trains on double track at Jack London Square); two New Albanys (Mississippi and Indiana); Watsonville, California (SP's operation to the beach at Santa Cruz); Brooklyn, New York (the Cross Harbor line); Ashland, Virginia (Auto Train); San Antonio, Texas (Pearl Brewery); Michigan City, Indiana (South Shore); Middletown and York, Pennsylvania, Stockton, California (Central California Traction); West Brownsville, Pennsylvania and Modesto, California (Tidewater Southern). You get the idea. — *TOM KELCEC*

Cab Ride from Kansas City to Chicago

Railway Productions, 8081 South Madison No.243, Indianapolis, IN 46227; Volumes 1-4, 90 min., $19.95 each; Volume 5, 105 min., $24.95. All five, $84.80. VHS; 800/248-9670; *www.A-Trains.com;* fax 317/889-8144. Indiana residents add 5% sales tax; shipping varies.



For those used to steam locomotive cab ride videos, where the front of the locomotive is a long way away, here's what it's like to sit in an Amtrak P42DC speeding eastward on the *Southwest Chief*. I watched two of this five-tape series, shot in February 2000. Volume 3 takes us east from Baring, Missouri, to Ormonde, Illinois, on the old AT&SF main at up to 90 m.p.h. through rolling hills, under old AT&SF signals and over the unique bridge across the Mississippi River. Many freights are passed enroute, and we travel mostly left-hand on double track. Volume 5, shot from Mendota, Illinois, to Chicago on ex-CB&Q trackage, transitions from rural to urban landscapes on essentially flat, straight track. This tape affords a nice experience on the triple track raceway of the "Q," punctuated with Metra commuter and freight train meets. Both tapes have their unique imagery in terms of bridges, towns, cuts, fills, curves, stations and grain elevators.

All five tapes were shot on the same day, using broadcast digital equipment. The program is composed entirely of looking straight ahead out the cab window; crossovers from one main to another are interesting at speed. The entry into Chicago is operationally odd (we must go to and fro in order to back into the stub-end terminal), slow, and likely a let-down to passengers after the fast running the rest of the trip. We thus pass through the lift bridge over the Chicago River twice, pace two Amtrak movements, and finally tie up. While I originally thought I might be bored, it was actually a tolerable and privileged view, but recognize what the content is — no runbys, if that's what you want. A change of pace for anyone who wants to pretend he's an Amtrak engineer, it is easy to see why it can be difficult for a crew to remain alert at high speed.— *TOM KELCEC*

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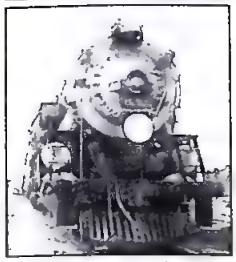

Another great history of a Southeastern road from the pen of William E. Griffin, Jr. Atlantic Coast Line - Standard Railroad of the South treats the history of this important carrier in general terms, with concentration on the steam and diesel locomotives, freight and passenger cars, depots and terminals along with operations of this key railroad in the North-South trade. The ACL was justly famous for its great New York-Florida streamliners, but was also an important freight hauler serving a large area. This book gives a general history of the line and then concentrates on equipment, facilities and operations from the late steam era through the merger with SAL in 1967. This book is ideal for passenger buffs, ACL fans, and people interested in Southeastern US railroading. Modelers will like the many photos and diagrams of equipment. *Due July, 2001.*

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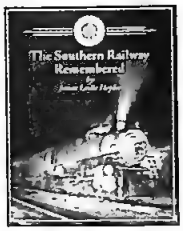
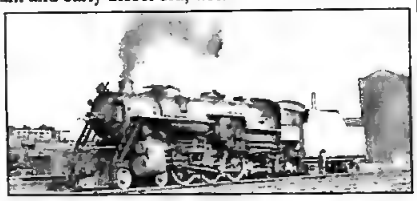


James L. Hepler's first hand autobiographical story of railroading on the Southern's Washington Division beginning as a fireman in 1943, out of Alexandria, Virginia, through his retirement in 1970, will be well received by Southern Railway fans and those interested in life on the rails. His many first hand accounts of how railroading really was on the Southern in the late steam and early diesel era, written in an intelligent, thoughtful and highly readable style, make this an unusual look at this railway's North-South mainline out of the Nation's capital. ***Included are many excellent steam and early diesel locomotive photos, mostly taken in the Washington area which will add much enjoyment to this volume.*** This book is of interest to Southern fans and to anyone interested in railroading in the steam and early diesel era. *Due July, 2001.*



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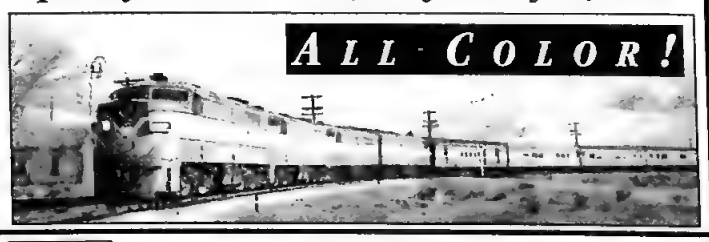

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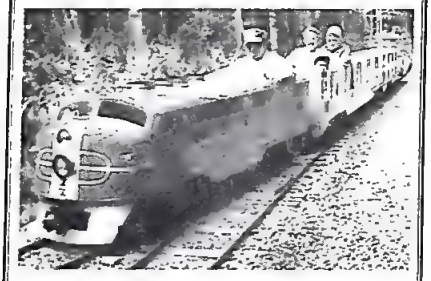

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Southern Pacific No.1673

SOUTHERN PACIFIC donated M-4b class 2-6-0 No.1673 to the city of Tucson, Arizona, for display on March 20, 1955. One of eight SP Moguls surviving today, No.1673 was given extensive cosmetic repairs by the Historic Locomotive 1673 Task Force and, in December 2000, was moved via truck to the former SP depot near downtown Tucson where it is now on display.

No.1673 was constructed in November 1900 by the American Locomotive Company at its Schenectady Works, and during the engine's lifetime it was primarily used in and around southern Arizona hauling freight. Over the years, the 2-6-0 was rebuilt several times, with piston valves replacing the outdated slide valves, the firebox changed from coal to oil firing, and the boiler superheated. The 1673's one moment in the sun came in 1954, when it was backdated with a diamond stack and box headlight for the movie *Oklahoma!* which was filmed near Elgin, Arizona.

In 1955, No.1673 was the star attraction at the 75th anniversary celebration of the arrival of the Southern Pacific in Tucson. During the festivities, the locomotive pulled several SP *Daylight* passenger cars on short trips between the Tucson depot and the Pacific Fruit Express yard, hauling some 10,000 people over the weekend-long event. After that it was donated, still in good running condition, to the city of Tucson and subsequently moved to the Arizona Historical Society grounds for exhibit. In 1962, the engine was moved to a new display site at Himmel Park when space at the Historical Society became a problem, and remained there until last year. Interestingly, during 1965, the engine was steamed up and moved back and forth on the display track in the park.

Like most park engines, No.1673 received minimal maintenance while on exhibit, and showed signs of deterioration by the 1980s. Rust was beginning to take its toll, and numerous parts, such as the cab gauges, had long ago been pilfered. A boiler inspection was performed in 1984, when a group of local businessman became interested in restoring the locomotive for excursions between Tucson and Nogales. Although the 2-6-0 was found to be restorable, this project died due to a lack of funding. Plans to relocate the engine to other sites for display also came and went over the years.

By 1991, No.1673 was in danger of being scrapped, but was saved when a local group, known as the Historic Locomotive 1673 Task Force, was organized to cosmetically restore the 2-6-0 and provide long-term care. Their first major accomplishment was to have the engine listed on the National Register of Historic Places, which was done in 1992. As a result, the Task Force raised some $34,000 through grants and local donations towards repairs, and in 1994, they performed a thorough cosmetic overhaul and repainted No. 1673 to its 1955 Southern Pacific appearance.

Himmel Park, however, was not a good location for the locomotive's long-term preservation, and on December 3, 2000, it left there on a flatbed truck for its new home, the former Southern Pacific depot in Tucson which is currently being restored by the city. While the Mogul is still displayed outdoors at this writing, the Task Force has developed a master plan which will evententually see No.1673 as part of a small museum which is intended to protect it while providing an understanding about the role it played in the development of Tucson. The plan includes construction of an open-sided roofed structure to protect the engine from the elements; decorative fencing around the enclosure to allow viewing at all times; and a wall display containing the complete history of the 1673, including photographs and other railroad artifacts. For more information on the 2-6-0, and the progress that has been made, consult the Historic Locomotive 1673 Task Force web site at *www.1673.org*.

No more steam on WC?

With the merger of Wisconsin Central Limited and Canadian National Railways in the works, the prospects of running future main line steam excursions over the WC's ex-Soo Line trackage in Wisconsin and Minnesota appear doubtful. Over the past decade, Wisconsin Central has been a willing host to many big steam locomotives. Milwaukee Road 261, Frisco 1522, Duluth & Northern Minnesota 14 and Soo Line 1003 and 2719 have all operated at one time or another over WC's lines, and the Minnesota Transportation Museum conducts regular operations with Northern Pacific 328 over the railroad's Dresser Subdivision out of Osceola, Wisconsin. Now it appears that these operations may be in jeopardy, as in late February Wisconsin Central informed the Locomotive & Tower Preservation Fund, operators of Soo 4-6-2 2719, that their June 16th and 17th excursions out of Ladysmith, Wisconsin, would be the last steam trips allowed by the railroad. Earlier this year, the 2719 group announced its ambitious 2001 excursion schedule, which included several October trips over WC's former Green Bay & Western trackage. Unfortunately, all of these runs have been canceled. In effect, after July 2001, there will be no more steam excursions allowed on the Wisconsin Central, ever.

It is still not clear if the WC will allow steam locomotives to make deadhead moves over their trackage. If the CN-WC were to adopt an all-steam ban, this means the 2719 and sister 1003, which often share space inside the ex-C&NW roundhouse at Altoona, Wisconsin, would be landlocked and unable to deadhead to other railroads for excursions. Last summer, and again this year, the 2719 is slated to pull weekend trips over the Wisconsin Great Northern out of Spooner, Wisconsin, during July. To get there, the engine must traverse both Wisconsin Central and Union Pacific.

All of this is unfortunate, because

Wisconsin Central had become one of the few railroads in the country to actively embrace steam excursions. In 1959, No.2719 pulled the final Soo Line steam excursion out of Ladysmith. Now, over four decades later, in an ironic twist it appears that No.2719 will again signal the "end of an era" when it pulls the final steam excursion over WC tracks on June 17th. (From the Soo Line 2719 web site *www.2719.com*)

Want to buy a Climax?

The Connecticut Trolley Museum of East Windsor, Connecticut, has made the difficult decision to divest itself of the three steam locomotives in its collection, because they simply don't fit into the mission of the museum, which is to showcase and preserve electric railroading as it existed in New England.

The "gem" of the collection is former Moore-Keppel & Company two-truck Climax No.3, built in 1910. Acquired in 1964, this locomotive was completely overhauled by museum volunteers in the late 1980s, and later steamed up on special occasions. In good mechanical condition, it is believed to be operable, but has not been fired up since 1991. Anyone serious about steaming it up again would have to perform the work required by the new FRA Part 230 boiler rules before it could be operated. For the past decade, the Climax has sat on display inside the Museum's main exhibit hall.

The other two locomotives for sale are former Hartford Electric Light Company 0-4-0T No.5 (American, 1920) and Stanley Works 0-4-0 fireless S-1 (Porter, 1934). The fireless was in good working order when it arrived at the museum in 1970, and No.5 was once serviceable and pulled short trains around the museum trackage.

For more information about these engines contact the Connecticut Electric Railway Association, 58 North Road, P.O. Box 360, East Windsor, CT 06088-0360. Attention: Locomotive Bid. (From the CERA website *www.ceraonline.org*)

New depot for the Midland

Kansas' Midland Railway, headquartered at Baldwin City, announced plans in December 2000 to construct a replica of the Santa Fe's Ottawa Junction depot at the end of their line at Norwood, near Ottawa, Kansas. The original depot, which was razed in the late 1950s, was a unique combination of interlocking tower and freight station, and has appeared in several publications over the years because of its unusual construction. The Midland Railway Historical Association is raising funds to begin construction of the replica. The Midland operates summer excursions from Baldwin City to Norwood with a variety of historic diesels, including ex-Rock Island E6 630, which returned to service in August 2000. (The *Milepost*)

Central of Georgia X73

The Thronateeska Heritage Center of Albany, Georgia, has acquired former Central of Georgia caboose X73 from the Agrirama Museum of Tifton, and plans to completely restore it to its pre-1963 appearance. The car, which is in a severe state of disrepair, has sat outdoors at the Agrirama for almost 20 years, and requires extensive repairs. Plans call for the X73 to be dismantled down to the frame, which will be sandblasted and painted prior to rebuilding the carbody. During the reconstruction of the body (much of which is missing), as much original wood will be reused as possible, but due to the car's condition much of the construction will be with new materials. The effort is being aided by a compete set of CofG construction drawings, generously supplied by the Central of Georgia Railroad Historical Society.

When it is completed, No.X73 will join other railroad displays at the Thronateeska Heritage Center, located at Albany's former passenger depot. One of the THC's other projects is the restoration of Georgia Northern 4-6-2 No.107, a sister of Savannah & Atlanta No.250, which has been on display at Albany since 1957. (The *Right Way*)

Hawaii Railway No.5

The Connecticut Antique Machinery Association of Kent, Connecticut, (mentioned in the January 2001 LINESIDE LEGACY) has acquired former Hawaii Railway 2-4-2 No.5, a three-foot-gauge Baldwin built in 1925. The group acquired the locomotive from an individual in California, who performed a thorough restoration prior to its participation at Sacramento's Railfair 1999. Before this, the 2-4-2 operated in the early 1970s on the Tahoe, Trout Creek & Pacific tourist line at South Lake Tahoe, California, and then was stored for a number of years at Chama, New Mexico, on the Cumbres & Toltec Scenic Railway by owner Scenic Railways, Inc. During the Fall Festival (September 29-30, 2001) No.5 will operate on the Connecticut Antique Machinery Association's 1050 feet of track, and the group's long-term goal is to connect the parking lot with the main exhibit area by rail, a project that is projected to take five years. (From *www.ctamachinery.com/Railroad.html*)

CPR colonist car

Work is under way on the final restoration and installation of exhibits in the West Coast Railway Association's 1905 Canadian Pacific wooden colonist sleeping car No.2514. One of only two colonist cars left in the country, the car is a key component in telling the story of how the railways contributed to the development of western Canada. The car was purchased from CPR in the early 1980s, after it was retired from work train service on Vancouver Island. Structural and exterior restoration was completed at Squamish in the 1990s. One end of the car will be restored in its original sleeper configuration, while the other end will house an interpretive exhibit. WCRA plans to unveil the finished car in May.

PLEASE SEND correspondence concerning LINESIDE LEGACY directly to Jeff Terry, 1220 East 5th Street, St. Paul, MN 55106, or via e-mail: *lineside@railfan.com*. Please send photos directly to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860.

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Railnews

This month's top stories and photos

Amtrak

***CALIFORNIA ZEPHYR* WRECK:** The westbound *California Zephyr* derailed on BNSF tracks near Nodaway, Iowa, shortly before midnight on the evening of March 17, 2001. One passenger was killed and 96 people were injured. Both Genesis diesels and eleven of the train's 16 cars derailed on straight track in a remote area. The train's speed at the time of the accident was 53 m.p.h., well under the 79 m.p.h. limit. A preliminary investigation revealed that the train might have derailed at a place where a defective section of rail had been removed and replaced with a temporary splice.

MORE ACELA SERVICE: On March 5, 2001, Amtrak added two daily Acela round trips, one from Boston to New York, and one running nonstop from Washington, D.C., to New York. The New England schedule is tailored to one-day business trips from Boston and Providence to New York. The new non-stop leaves Washington Union Station weekday mornings at 6:50 a.m. and arrives in New York Penn Station at 9:18 a.m. The return trip leaves New York at 3:50 p.m., arriving in Washington at 6:18 p.m. In New England, the 6:12 a.m. Acela from Boston South Station arrives in New York at 9:40 a.m.; the return trip leaves New York at 6:00 p.m. arriving at Boston at 9:28 p.m. Both New England trains serve the Back Bay and Route 128 stops in Boston, plus Providence and New Haven.

VIA Rail

NEW EQUIPMENT TESTED: VIA is making shakedown runs with its newly-acquired former Nightstock cars, deadheading them at the rear of the *Ocean Limited* between Montreal, Quebec, and Halifax, Nova Scotia.

NJ Transit

SUBWAY EXTENSION PROGRESS: NJ Transit will break ground on the first phase of the Newark-Elizabeth Rail Link in May. The $11.6 million project will extend the Newark City Subway from Penn Station to the ex-DL&W Broad Street station, with stops at the New Jersey Performing Arts Center, Washington Park, the Newark Bears minor league baseball stadium, the City Library and the Newark Museum. The project includes construction of a tunnel to raise the subway to street level along Route 21 and through downtown Newark.

Champlain Flyer

MORE TRAINS; WEEKENDS, TOO: Just three months after its December 2000, inauguration, the *Champlain Flyer* operating over the Vermont Railway south of Burlington, Vermont, offers dramatically increased service over the initial three weekday departures each way. Currently, nine weekday departures are scheduled from Charlotte and Burlington, plus five trains each way on weekends and holidays.

Canadian Pacific

CPR GETS YARD IN BROOKLYN: The New York City Economic Development Corporation has chosen Canadian Pacific Railway to operate and manage the 65th Street Yard in the Bay Ridge section of Brooklyn, New York, giving CPR its own New York Terminal facility. Switching the yard and carfloat transfer bridges will be subcontracted to New York & Atlantic, while line-haul service to the north and west will be provided by CPR using trackage rights over CSX to Selkirk, New York. Canadian Pacific plans to begin handling bulk flour and aggregates at 65th Street this spring, and expects to develop international container traffic moving to Canada from terminals in Brooklyn, Staten Island and New Jersey.

CSX

CHALLENGES NEW YORK TAXES: CSX has been authorized by the United States District Court to create a defendant class in its lawsuit challenging New York State's discriminatory taxation against railroads. While Federal law prohibits states from imposing discriminatory taxes on railroads, New York historically has taxed railroad property at a much higher rate than other industrial property, due to its method of valuing railroad property. CSX contends that New York's tax structure not only penalizes railroads for doing business in the state, but also discourages investment in railroad infrastructure. The railroad has tied its battle for fair taxation to requests for improvements to its Hudson Line that would permit higher passenger train speeds for Amtrak, but which would provide little direct benefit to CSX freight operations. Last year, CSX paid more property taxes within New York than it paid in any other state.

HOOK & EYE BYE-BYE: On March 6, 2001, CSX operated what it anticipates to be the last revenue train to run over famed Hiwassee Loop. Three units hauled a string of empty tank cars from Etowah, Tennessee, to the sulfuric acid plant at Copperhill for storage. The crew returned to Etowah with the last acid loads later that afternoon. Strings of empty tank cars remain in storage in the yard at Copperhill, so the possibility of future movements to remove them still exists, but the plant does not plan future rail shipments. — *R.L. Hillman*

Norfolk Southern

ERIE BYPASS ON TRACK: Construction of the long-awaited Norfolk Southern main line bypass around the former Nickel Plate alignment down the middle of 19th Street in Erie, Pennsylvania, appears to be close to schedule. Several bridges, including a large one over the Allegheny & Eastern and East Street, have been completed or are well under way. Right of way preparation and signal installation along the former New York Central main line continues as well.

Camas Prairie RailNet

SALVAGE TRAINS UNCERTAIN: Four months after being shut down, the majority of Camas Prairie RailNet's 2nd Subdivision still faces an uncertain future. The idea of using work trains to haul stockpiled bridge timbers down off the prairie may end up being scrubbed. CSP ran its final revenue freight over the legendary 66-mile branch between Spalding and Grangeville, Idaho, in late November, 2000 (see March 2001 RAILFAN & RAILROAD). Since then, CSP has continued to serve pea and grain shippers at Lapwai, three miles up the branch, and made at least one trip two miles beyond there, to Sweetwater. Customers along the rest of the 2nd Sub no longer have direct rail service, but the U.S. Timber mill at Craigmont has established a lumber reload at North Lapwai, located along the 1st Sub, nine miles east of Lewiston. Officials at CSP parent North American RailNet have received bids from salvage outfits and inquiries from potential buyers, but no one has stepped forward with a viable plan to restore service on the 2nd Sub.

Chief Engineer Jim Morefield says the railroad is having second thoughts about running work trains this spring to pick up treated bridge timbers stockpiled at Reubens and Ferdinand. He estimates there are 100 or so 12″×12″×28′ timbers and some 200 10″×18″×32′ stringers to be picked up. "The stringers alone would fill a train," Morefield says. It appears that CSP may leave shipping out this material to the company that gets the contract to tear up the track.

There should still be at least one more non-revenue move through Lapwai Canyon this year, to retrieve MofW cars at Reubens and Culdesac. Snow covered much of the track between tunnels 4 and 7 in mid-March, so it could be well into spring before Halfmoon Trestle witnesses its very last train. — *Bruce Kelly*

Andesite Rock

"NEW" SD45s IN COLORADO: In March 2001, Andesite Rock Company began using its Dakota & Iowa SD45s 2701 and 2801 on unit rock trains running over Union Pacific's Greeley Subdivision between Denver area asphalt plants and quarries in Carr, Colorado, and Granite, Wyoming. Former Rio Grande 5339 and 5331 sport a light brown and green paint scheme in a pattern apparently derived from the C&NW AC44-9CW's. The units were moved from Andesite's Dell Rapids, South Dakota, location to Colorado in February. Heavier tonnage at the Colorado operation is one reason the SD45s were moved west. Andesite uses their own locomotives to avoid UP power charges. Andesite provides Asphalt Specialties and Aggregate Industries with stone from their East 88th Avenue and Quince Street location along the Union Pacific in Commerce City, known locally as "Old Rolla;" two additional tracks will be built this year to increase capacity at the plant. — *Chip Sherman*

KEN MOCK

Dakota & Iowa SD45s

In a paint scheme reminiscent of the C&NW AC44-9CWs, Dakota & Iowa SD45s 2801 and 2701 idle in March, 2001, at the Andesite Rock Company plant in Commerce City, Colorado. The handsome 20-cylinder units replaced ANDX SD39s 4027 and 4028 on unit rock trains between Andesite's Denver area plants and quarries in Colorado and Wyoming. See **page 26.**

More Railnews on Page 8

JACK WRIGHT

BOB SCHMITT

Snowplow extras

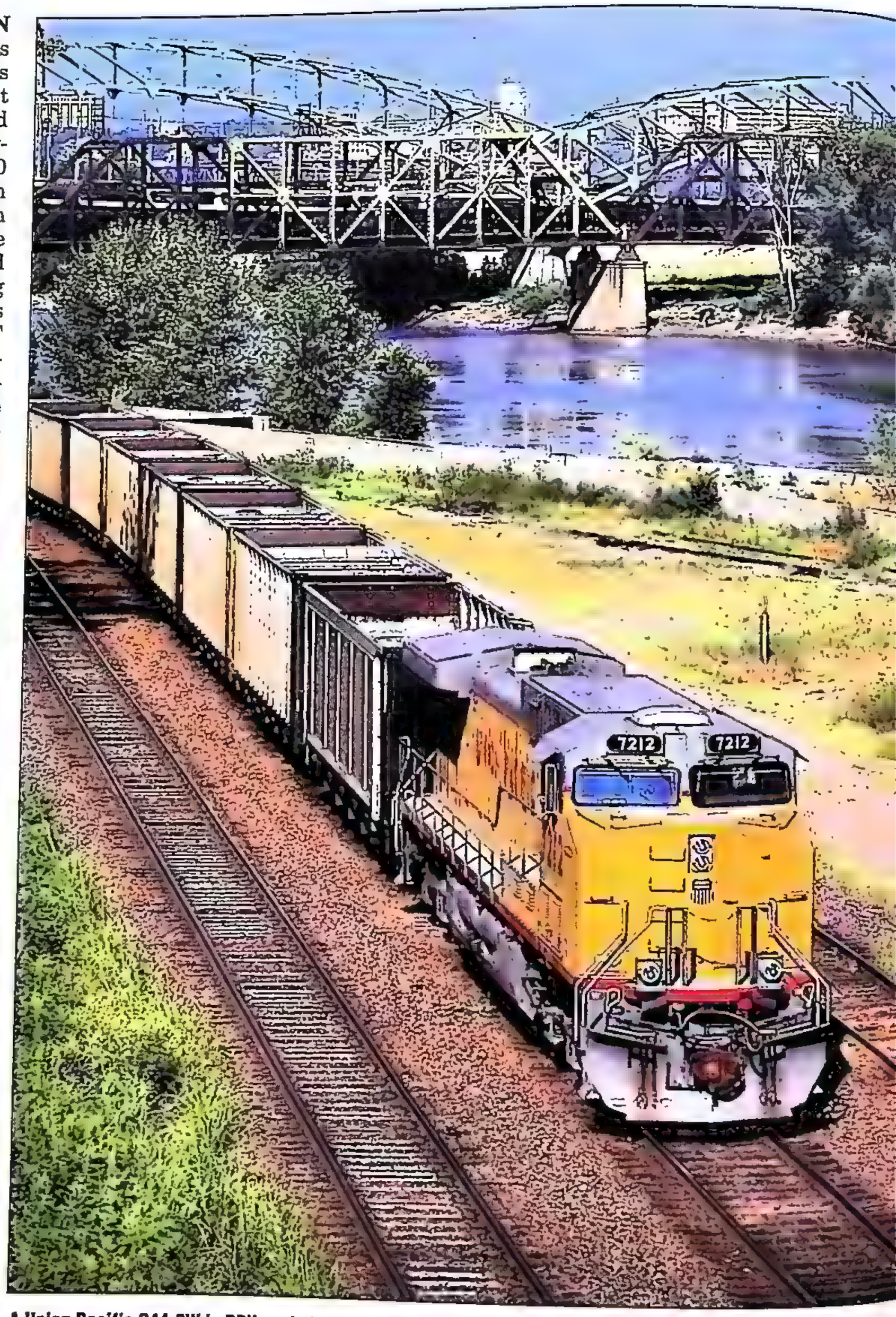
After several mild winters, the northeast was hit with several heavy snow storms in 2001. **(Above)** With an SD40-2 for power, Canadian Pacific Plow Extra 5701 kicks up the powder on the Delaware & Hudson at Richmondville, New York on February 7th. The midwest fared about the same; on March 10th, Wisconsin Central Plow Extra 6630 was working eastbound through Tripoli, Wisconsin, at track speed **(left)**. The extra originated in Park Falls, Wisconsin and ran south to Prentice, east to Bradley, and back west to Ladysmith.

Kansas City Today

Introducing a Midwestern rail mecca/Carl Graves and Wayne Kuchinsky

KANSAS CITY SOUTHERN intermodal train No.9 gets the Shreveport dispatcher's permission to head south out of Knoche Yard, while a southbound KCS coal train, No.97, led by Burlington Northern SD70MAC No.9530 arrives on Knoche's track 902 from BNSF's Murray Yard. The Union Pacific Kansas City dispatcher on the busy Kansas Sub orders one eastbound to "come to town," while advising another to hold at M.P. 10 until there's room at Armourdale Yard. The BNSF yard dispatcher tells a Marceline Subbound east man at Argentine, "KCKI-HB, highball. Have a safe trip," while his Emporia Sub colleague is arranging safe passage for an eastbound Z-train around a westbound that's in emergency near Olathe. On Kansas City Terminal tracks, the dispatcher gives a westbound permission to pass a red board, while north of the Missouri River, an inbound Norfolk Southern crew calls the signal at South Liberty. Minutes later, the Iowa & Missouri Rail Link drawbridge operator tells an incoming stack train to "set your Voltz cars out at Excelsior (Springs)."

So goes just a taste of the action on a typical August morning in greater Kansas City. The nation's second busiest freight railroad center, this Midwestern rail mecca has something for everyone — three of the "big four" railroads, a feisty hometown underdog, several regionals and a short line. Though mergers have reduced the number of operating entities, there are still seven railroads operating on 14 lines, running over 300 trains a day.



A Union Pacific C44-9W in DPU mode trails westbound coal empties from West Labadie, Missouri along the Missouri River at the Grand Avenue Viaduct in Kansas City, Missouri, as a BNSF coal train crosses the Hannibal Bridge in the background. Union Pacific is Kansas City's busiest railroad.

History

Back in 1865, the first train of what later became the Missouri Pacific wheezed into the tiny burg of Kansas City. From this humble beginning, Kansas City evolved into a metropolis where flanged wheels never stop turning. How this frontier town metamorphosed into a busy backwater, and finally to the tonnage giant of today, can be summarized in three words — rivers, bridges and mergers. By the end of the 19th Century, all the players that would make it to the end of Kansas City's first century of railroad history were in place. When the Missouri Pacific arrived, the jury was still out on which river town would wear the crown as railroad kingpin of Mid-America. Construction of the Hannibal Bridge in 1868 drove nails into the coffins of numerous wannabes. That bridge and the many wide flood plains of the Missouri River and its tributaries attracted the dozen railroads that survived until the 1965 centennial of Kansas City railroading.

The large number of railroads did not translate into an immediate

ABOVE: **Union Pacific and Conrail power leads Norfolk Southern train 20T east under the highway 210 overpass near Liberty, Missouri on July 25, 1999.** BELOW: **On the same date at the same location, BNSF M-GALKCK from Galesburg, Illinois heads west behind Santa Fe and GWWR power.**

cornucopia of trains or corporate prosperity. A thumbnail sketch of Kansas City's railroads at the time reveals some trends. Most companies either terminated in Kansas City or had but a single route into town. Usually, several carriers competed in each market; for example, seven railroads vied for Chicago traffic. Such heated competition in what was and still is a modest originator of freight left small pieces of a meager pie for the hungry rivals. Only four of Kansas City's railroads had more than one route through town, and bankruptcy was common. At one time, over half the railroads serving Kansas City were wards of the court.

Santa Fe dominated Kansas City train numbers in 1965, railroad year 100. Although AT&SF had only one line east of the city, it had spun a spider web of track heading west. Not only were there main lines to Texas and Oklahoma plus two routes to California, there were dozens of branches off the mains in Kansas, Oklahoma and Texas.

The Missouri Pacific was a not-too-distant second, with three lines east of K.C. and an equal number west. Mirroring the arachnid tendencies of the Santa Fe, MP also had an extensive web of Kansas and Nebraska branches.

Star-crossed Rock Island featured three major routes on both sides of town, but its journey through Kansas City was a microcosm of the bumbling missteps of this lovable corporate buffoon. A full decade after the Hannibal Bridge was built, the Rock built its main line through St. Joseph, Missouri, and paid dearly for this blunder. Costly trackage rights and joint track agreements were required for RI to reach Kansas City. The final multiple-route line in the area was the Chicago, Burlington & Quincy.

ABOVE: **Northbound Kansas City Southern intermodal train No.10 running from New Orleans to Kansas City passes a grain elevator near Southwest Junction approaching Knoche Yard on July 25, 1999. The covered hopper visible ito the right of the units is on Union Pacific's Sheep Jump.** BELOW: **On July 15, 1996, KCS No.10 sprints across the graceful Gregory Viaduct spanning Gregory Street at the eastern edge of Swope Park.**

Each railroad in this group had at least 20 trains a day in and out of Kansas City in 1965. Three single-route carriers with double-digit train totals (UP, Norfolk & Western and Frisco) joined K.C.'s big four. The Frisco actually had a second route, the Blair line, a spindly branch to Springfield, Missouri, with less than minimal traffic. Five small fry (Missouri-Kansas-Texas, Milwaukee Road, Chicago Great Western, Gulf, Mobile & Ohio, and Kansas City Southern) scavenged for scraps. None of the bottom five generated more than ten trains' worth of traffic a day.

Future events changed the frontier burg of Kansas City into a busy giant. Merger magic, mixed with Wyoming coal, transformed Kansas City's colorful dozen railroads into three of the country's big four, plus some interesting side shows. The initial four combinations began with Norfolk & Western entering the merger phone booth as a Clark Kent coal carrier and emerging as a railroad Superman after absorbing Wabash and the Nickel Plate. The N&W-Wabash merger, the C&NW's swallowing competitor CGW, the union of the Hill lines into the Burlington Northern, and the splicing of Illinois Central and GM&O into Illinois Central Gulf gave no clue to the explosion that would take place in the 1980s and 1990s. The beginning of run-through freights, pioneered by UP, was a better indicator of Kansas City's future. Armour Yellow power showed up toting tonnage on the Missouri Pacific, Frisco, N&W and Katy.

The Rock's final meltdown kicked off a feeding frenzy. Southern Pacific bought access to America's heartland over the Rock's Golden State Route, and Chicago & North Western jumped over to RI's Spine Line north to Minneapolis, completing the erasure of the CGW. The Rock Island was an example of the pieces being worth more than the whole, but BN's acquisition of the Frisco was an example of synergy, where two plus two equals five. Union Pacific went to the merger well four times in less than 15 years; Armour Yellow paint flowed

Continued on page 39

RIGHT: *With Mount Shasta as a backdrop, the Shasta Sunset Dinner Train heads through the snow-covered foothills of northern California.*

PHOTO COURETSY OF *SHASTA SUNSET DINNER TRAIN*

ON THE MENU'S 2001 DINNER TRAIN GUIDE

by James D. Porterfield

WELCOME TO THE 5TH ANNUAL RAILFAN & RAILROAD *Guide to Dinner Trains.* Here find nearly 80 operations that offer an exciting array of Lunch-Brunch-Dinner train locations, theme events and menus. The *Guide* is meant to encourage you to patronize dinner trains when you travel, or when you seek an unusual setting for a family or business get-together. It has been placed in the center of the magazine to enable you to pull it out and take it with you.

Remember, too, that virtually all trains can accomodate special dietary or lifestyle menu preferences with enough notice, and are available for group charter at times other than those scheduled throughout the year.

The trains are arranged alphabetically by state, then by city of origin. Each entry names the train and/or railroad; notes the boarding location; lists the information and/or reservation telephone number(s); provides the operator's internet web site when one exists; offers an numero-alphabetic code to summarize scheduling and service practices; and, describes the services offered.

The numero-alphabetic code refers to the following schedules and meal service:

Frequency:

1. *Seasonal/Regular Schedule:* Runs part of the year on a set schedule (i.e., daily, each Saturday, the last Friday or each month, or the like).

2. *Seasonal/Occasional:* Runs part of the year, but on an irregular schedule (i.e., holidays, special events weekends, or the like).

3. *Year Around/Regular Schedule:* Runs virtually the entire year on a regular schedule (i.e., every Saturday, daily except Mondays, Sunday brunch, or the like).

4. *Year Around/Occasional:* Runs throughout the year, but on special dates only (i.e., New Year's Eve, Valentines Day, Mother's Day, and so on).

Note: Most trains charter on demand and, to fill remaining seats, may be open to seating the general public. Call anytime to learn what is scheduled, or to be put on a waiting list.

Type of Service:

A. *Ride 'n' Dine:* Ride the train to and/or from a destination, where you de-train to eat.

B. *Catered Dinner:* Meal service for which food is prepared and/or cooked off the train and finished and/or served on-board. In most instances the food is prepared at a trackside facility (station or commissary) and loaded hot. Today's technology enables these meals to be served at the appropriate temperature.

C. *Meals Cooked On Board:* Full dining car operation.

Every effort has been made to insure accuracy in the information presented. However, with change affecting everything from area codes to freight hauler routes, from volunteer enthusiasm to weather patterns, errors or oversights are a certainty. Contact Jim Porterfield (763 Cricklewood Drive, State College, PA 16803; 814/238/7989; *jdp8624@aol.com*) if you spot an error or know of a dinner train not included. Always contact a train you hope to ride before visiting the site.

UNITED STATES:

ARIZONA

Yuma; **Yuma Valley Railway;** 1st St. & 2nd Ave., behind Yuma City Hall; 520/783-3456; 1-A.

ARKANSAS

Eureka Springs; **Eureka Springs & North Arkansas Railway;** ES&NA Depot; 299 North Main Street; 501/253-9623; *www.esnarailway.com;* 1-B.

Dinner trains depart at 5:00 p.m., and again at 8:00 p.m. if demand necessitates, every day but Sunday beginning April 1and offer a 4-course meal. Daily but Sunday lunch trains begin on May 1 at Noon and, by demand, again at 2:00 p.m. Both operations conclude on October 27. All food is cooked in the station and plated on the train. The 90-minute dinner train and 45-minute lunch train allows plenty of time for other activities in this tourist Mecca.

CALIFORNIA

Campo; ***The Dinner Train;*** **San Diego Railroad Museum;** Campo Depot; 619/595/3030; *www.sdrm.org;* 4-C.

Operating once, and occasionally twice a month, a maximum of 30 patrons board a cozy ex-ATSF Luxury Lounge-Cafe car at 6:00 p.m. and depart at 6:30 p.m. to enjoy a 5-course meal that includes wine or non-alcoholic beverages, and music. Each dinner features traditional items from the Santa Fe dining car department.

Felton; **Steam Train Dinner Party; Roaring Camp & Big Trees Narrow-Gauge Railroad;** 831/335-4484; *www.roaringcamp.com;* 1-A.

From May through October, on Saturdays and Sundays, depart at Noon for a three-hour a steam train ride through the redwood forests of the Santa Cruz Mountains that includes a steak dinner with home-cooked Western beans, salad, sourdough rolls, a beverage, and homemade apple pie, accompanied by western music performed live. On the Saturday night nearest the full moon each month, June through October, a Moonlight Steam Train Dinner-Dance Party departs at 7:00 p.m. and returns for dessert and dancing.

Filmore; **Filmore & Western Railway;** In Central Park; 800/773-TRAIN (8724) or 805/524-2546; *www.fwry.com;* 3-C.

Excursion trains at 2:00 p.m. Saturday and 11:00 a.m. and 2:00 p.m. Sunday include a restored dining car that is open and serves lunch. Every Saturday evening at 6:30 p.m. a dinner train departs and features a murder mystery; a three-course meal with a choice from four entrees, a menu that changes every several months, with all food cooked on board. Selected Friday evening trains offer either a Dinner and Dance, or a family-oriented Spaghetti-Western themed meal.

Fish Camp; **Yosemite Mountain-Sugar Pine Railroad;** 56001 Yosemite Highway 41; 559/683-7273; *www.ymsprr.com;* 1-A.

Saturday evenings, late May through early October, and Wednesday evenings June 13 through August 29, this ride 'n' dine starts with a New York steak barbecue dinner, accompanied by live music by the Sugar Pine Trio, then boards a Shay-powered Logger Steam Train for an excursion along ex-Madera Sugar Pine Lumbar Co. track. A stop-over in the woods features a campfire and musical entertainment by the Sugar Pine Trail

Fort Bragg; **Sunset BBQ Excursion;** The Skunk Train; California Western Railroad; 800/77SKUNK (777-5865), 707/964-6371 (Fort Bragg) or 707/459-5248 (Willits); *www.skunktrain.com;* 1-A.

Every Saturday night, June 16 through September 1, depart either Fort Bragg or Willits on the *Bar-B-Que Train* to Northspur, where you'll enjoy a traditional "Shake City" meal. All-day round trips between Fort Bragg and Willits virtually year-around allow time to sight-see and dine at your leisure in either city. The line has 40 miles of track, 381 curves, two tunnels and 30 bridges and trestles through redwood splendor.

McCloud; ***Shasta Sunset Dinner Train;*** McCloud Railway; Main Street; 800/733-2141 or 530/964-2142; *www.mctrain.com;* 3-B.

Dinner trains board at 5:30 p.m. and depart at 6:00 p.m. Saturdays year-around, with Friday runs added May through September, and Thursday theme-night runs (i.e., Murder Mystery and others) added June through September. Meals include

Mountain Thunder Dinner Train; **Western Maryland Scenic Railroad;** Western Maryland Station Center; 800/872-4650 or 301/759-4400; *www.wmsr.com;* 2-C.
Six dinner tains, beginning June 23 and September 15, this year offering the work of local celebrity chefs who will prepare their specialities on board. On 32 selected Friday and Saturday nights, May 18 through December 15, a total of six different themed mysteries are offered, accompanied by a three-course dinner that offers one of two entrees.

Indian Head; **Indian Head Central Railway;** Naval Surface Warfare Center, Indian Head Division; 101 Strass Avenue; 877/94-TRAIN (948-7246); 1-B and 1-C.
This new entry will resume operations May 12 with plans for a dinner train every Saturday evening and a mid-day Scenic Sunday Dinner run. Details are being finalized. The 15-mile run is on Navy-owned track through a pristine, protected natural habitat — watch for the blue herons.

MASSACHUSETTS

Hyannis; ***Cape Cod Central Railroad Dinner Train;*** 252 Main Street; 888/797-RAIL (7245) or 508/771-3800; *www.capetrain.com;* 1-C.

Beginning with Saturday and Sunday runs in April, adding a Friday run in May, adding a Thursday run in June; then running Wednesday through Sunday July through September, then back to Thursday through Sunday runs in October and Friday-Sunday runs in November and December, wrapping up with a Gala New Year's Eve Special. Departing at 6:30 p.m., dinner consists of a five-course meal cooked on board with a choice among four entrées that change bi-monthly. Also, in July and August, a Tuesday run is Family Supper Night with special pricing.

MICHIGAN

Blissfield; ***Old Road Murder Mystery Dinner Train;*** **Adrian & Blissfield Rail Road;** U.S. 223 and Depot Street; 888/467-2451 or 517/486-5979 for the railroad, or 888/937-4284 or 517/486-2141 for the partnering restaurant; *www.murdermysterytrain.com* or *www.hathawayhouse.com;* 3-B.
This venerable year-around operation offers Murder Mystery Dinner Trains every Saturday evening, as well as on selected Friday evenings and Sunday afternoons. The four-course meals, offering a choice among three entrees, are catered by the historic (built in 1851) Hathaway House.

Charlotte; **Charlotte Southern Railroad;** 451 North Cochrane Avenue (M-50); 517/543-8304 or 888/726-8277; *www.murdermysterytrain.com;* 3-C.
Every Saturday and on the first and third Friday of each month (board at 6:00 and depart at 7:00 p.m.) you have a choice of four entrees served in a four-course meal, with all meals cooked on board by staff from a nearby restaurant. Murder mysteries accompany each run. The seven mile round trip is led by GE 44-ton locomotive No.3, the last such locomotive ever built, in October 1956.

Coopersville; **Coopersville & Marne Railway;** Coopersville Depot; 616/837-7000 or 231/759-2434; 1-B.
Eight Saturday night murder mystery dinner runs in spring, and another eight Saturday runs in the fall, with summer runs on demand. They mysteries to be solved vary, with considerable improvisation involving the passengers. Buffet-style meals are catered and offer a choice of entrees and accompaniments. The train has a 7:13 p.m. departure which, the train's Brad Anderson points out, "people tend not to forget because it's an odd, to-the-minute time."

Walled Lake; ***Michigan Star Clipper Dinner Train;*** Coe Rail Depot at 840 North Pontiac Trail; 248/960-9440; *www.michiganstarclipper.com;* 3-C.
This long-running operation serves five-course meals offering a choice among four entrees that change monthly. Three-hour runs every Tuesday through Thursday, and Saturday, at 7:00 p.m., Friday at 7:30 p.m., and Sunday at 5:00 p.m., as well as various afternoon lunch departures, especially in fall color season. Entertainment accompanies each dinner train and many lunch trains. With two restored sleeping cars coupled to the unique ex-PRR "Keystone" depressed-center passenger cars, the *Michigan Star Clipper* is the nation's only dinner train bed and breakfast (Saturdays only).

Traverse City; ***The Grand Traverse Dinner Train;*** 8th Street and Woodmere Avenue; 888/933-3768 or 231/933-3768; *www.dinnertrain.com;* 3-C.
The train operates Saturday dinner trains all year, with departures on Tuesdays and Thursdays added in June, and Monday and Wednesday runs filling out the schedule July through October. In all cases, Sunday and Thursday runs are added in response to demand, and a seven-day-a-week schedule is offered during Fall Color Season. Lunch trains throughout the season on demand. CIA-trained Executive Chef Edward Mimms prepares a five-course meal offering one of four entrees cooked to your order once you board, one of the first trains to offer this restaurant-style arrangement.

MINNESOTA

Duluth; **North Shore Scenic Railroad's *Elegant Dinner Train;*** 506 West Michigan St.; 800/423-1273 or 218/722-1273; 2-C.
As many as 17 trips are planned for 2001, between June and October and running on a varying schedule. Meals are cooked on board by local celebrity Executive Chefs from eight of Duluth's and Two Harbors' finest restaurants, who interpret classic dishes from America's great trains of the past. The train set includes ex-GN art deco heavyweight dining car Lake of the Isles, accompanied by ex-Milwaukee business car *The Prairie Rose,* whose platform is open to guests. Specials include a fall Wine-Maker's Dinner and a beer train.

Stillwater; ***Minnesota Zephyr Limited;*** 601 North Main; 800/992-6100 or 651/430-3000; *www.minnesotazephyr.com;* 3-C.
Operates every Friday and Saturday evening and Sunday at 11:30 a.m., on selected holidays, and frequently on weekdays as well, with live entertainment on all scheduled trips. Enjoy a five-course meal that offers a choice among four entrees. Every Saturday at 11:30 a.m., the Family Day special offers families a tour the depot and the train, a meeting with the engineer and conductor, and a 45-minute train ride that includes a wholesome box lunch. The long-time favorite entree — prime rib with sharp Zephyr Sauce — is a specialty of this five-car, three-kitchen streamlined train set.

MISSOURI

Branson; ***Ozark Zephyr;*** **Branson Scenic Railways;** 206 East Main Street; 800/2TRAIN2 (287-2462) or 417/334-6110; *www.bransontrain.com;* 1-B.
Beginning May 5 and running through December 15, at 5:00 every Saturday night, enjoy a three-course meal offering a choice among three entrees onboard the dining car *Silver Chef,* and be back at 7:15 p.m, in time to enjoy one of the many shows put on in Branson. Meanwhile, after dinner, retire to one of the dome cars to take in the scenery. The galley car *Silver Lake* offers continental breakfast, lunch, and snack items on all regular excursion runs, daily but Sunday (holiday weekends excepted).

Jackson; **St. Louis, Iron Mountain & Southern Railway;** intersection of highways 61 and 25; 800/455-RAIL (7245) or 573/243-1688; *www.rosecity.net/trains;* 1-B.
Beginning on February 10 and operating through December 31, dinner trains depart most Saturday evenings at 5:00 p.m. for a two hour runs that include a three-course dinner offering a choice of two entrees. Beginning on March 24, on from one to three of those runs, the dinner train is also a 3½ hour Murder Mystery. Other themed dinner train runs are set throughout the schedule and include a St. Patrick's Day Dinner, Dinner with the James Gang, Civil War Dinners, Hobo Diners, Dinner with Magic, a Redneck Fashion Show and more.

MONTANA

Lewistown; ***Charlie Russell Chew-Choo;*** nine miles northwest of Lewistown; 406/538-2527 or 800/735-7886; *www.lewistownchamber.com;* 1-B.
A Prime Rib dinner catered by the Yogo Inn of Lewistown, served every Saturday evening, May 26 through September 29. Through the heart of "Big Sky Country" in central Montana, an inspiration to artist Charlie Russell, you cross three long trestles, pass through a tunnel, and spot such "watchable wildlife" as coyotes, deer, eagles, hawks, and pronghorn.

NEBRASKA

Fremont; ***Fremont Dinner Train;*** 1835 North Somers Avenue; 800/942-7245 or 402/727-8321; *www.fremont-online.com/fdt;* 3-B.
Operates Friday and Saturday evening (7:30 p.m.) and Sunday mid-day (1:30 p.m.) June through December, then Saturdays at 6:30 p.m. January through May, (6:30 p.m., 7:30 p.m. in May). Five-course evening meals and a three-course Sunday dinner offer a choice from four entree selections. Entertainment, on most runs except Sundays, includes wine tastings three times a year, USO shows twice a year and melodramas June through December. The rolling stock, built during the 1940s, has been restored to reflect that era.

NEW HAMPSHIRE

Lincoln; **Hobo Railroad;** Hobo Junction Station on Railroad Street; 603/745-2135; *www.hoborr.com;* 1-B.
Departing daily at 11:00, 1:00 and 3:00, late June through Labor Day, then selected dates through mid-October, most runs offer a Hobo Picnic Lunch with a choice of sandwich on a bulky bun, bag of chips, beverage, and giant cookie, accompanied by a souvenir Bindle Stick. Operates in the heart of White Mountains, where the origin of New Hampshire's designation as the Granite State is apparent all around you.

Meridith; ***Lakeside Scenic Dinner Train*** **and Hobo Picnic Lunch; Winnipesaukee Scenic Railroad;** Mill Street; 603/279-5253 or 603/745-2135 (winter); *www.hoborr.com;* 1-B.
Departing Meredith Wednesday and Saturday nights during July and August, the dinner train offers hot roast turkey carved at your table, with all the trimmings and including potatoes, vegetable, rolls and butter, cranberry sauce,

MUSEUMS, TOUR LINES & DINNER TRAINS

beverage and dessert of the day, catered by Hart's Turkey Farm Restaurant. Harvest Supper trains operate most Saturday nights, Labor Day through mid-October. Hobo Picnic Lunch runs operate daily at various times, late June through early September, then selected dates through mid-October, and include a choice of sandwich on a bulky bun, chips, beverage, a giant cookie, and a complimentary Bindle Stick. Frequent departures allow greater flexibility in connecting with *M.V. Mount Washington* on Lake Winnipesaukee.

North Conway; **Conway Scenic Railroad;** North Conway Depot on N.H. Route 16/U.S. Route 302; 603/356-9009 or 603/356-5251; *www.conwayscenic.com;* 1-C.

Tuesday through Sunday lunch runs of 1¾ hours from North Conway to Bartlett departing at 11:30 a.m., and of 55-minutes North Conway-to-Conway, departing at 1:30 p.m., July 3 through September 9, then daily, September 11 through October 20. Sunset dinner trains Friday and Saturday, June 22-30, then Tuesday through Thursday and Saturday, July 3 through September 1, and Thursday, Friday, and Saturday September 4 through October 13. Meals prepared by chefs from the Grand Summit Hotel and include their award-winning New England Clam Chowder.

North Woodstock; ***Cafe Lafayette Dinner Train;*** Route 112; 603/745-3500; *www.cafelafayette.com;* 1-C.

Operations begin May 12, with various weekend dates through June 23; then, in July and August, every Saturday, Sunday, Tuesday, and Thursday evening. September through October 7, runs on Saturday, Sunday, Tuesday, Wednesday, and Thursday; and finally, October 10 to 31, Wednesday, Saturday and Sunday. Fine dining, with your five-course menu selections made once you board, is the hallmark of this intimate train. The lovingly-restored *Granite Eagle,* the first dome car to operate in New Hampshire, is now joined by the *Algonquin,* an ex-CN coach renovated into a piano-bar with dance floor, and the original coach-cum table car *Indian Waters.*

NEW MEXICO

Santa Fe; ***Saturday Night Barbecue Train;*** **Santa Fe Southern;** 410 South Guadalupe Street; 888/989-8600 or 505/989-8600; *www.sfsr.com;* 1-A and 4-A.

From April to October, enjoy a cash bar on runs to Lamy, and a savory barbecue dinner and live music at the campfire there. On Friday's *High-Desert Highball,* dome seating and complimentary hors d'oevres accompany the cash bar on runs to the Galisteo Basin. Day trains every day but Friday, with trains on Tuesday, Wednesday, Thursday, and Saturday, April to October, and Tuesday, Thursday, Saturday and Sunday, November through March, allowing time to buy lunch at Marianna's at the Depot in Lamy. Sunday and Monday, bring your own picnic, but the run is timed to watch the *Southwest Chief* arrive. Dinner served on board for New Year's Eve and Valentine's Day, with buffets on board for Mardi Gras and St. Patrick's Day. The Amtrak and BNSF action at Lamy makes this operation a Trackside Eatery as well.

NEW YORK

Owego; **Tioga Scenic Railroad;** 25 Delphine Street; 607/687-6786; *www.tiogascenicrailroad.com;* 1-C.

Between July 7 and October 28, every Saturday at 1:00 a Lunch Train offers a choice of four mid-day entrees; and every Sunday at 1:00 p.m. a Dinner Train offers a choice of four entrees. All meals are three-course affairs cooked on board. Every first and third Saturday during the season, the *Evening Express Dinner Train* offers a three-course meal

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with a choice from four entrees, at special pricing. Entertainment and a complimentary glass of wine or non-alcoholic berverage come with the *Evening Express* run.

Utica; **Adirondak Scenic Railroad;** Falvo Station on Lee Street; 315/724-0700; *www.adirondackrr.com;* 2-A.
On occasional Friday or Saturday evenings, *The Cocktail Train* departs for dinner at the Buffalo Head Restaurant.

NORTH CAROLINA

Aberdeen; ***Carolina Dinner Train;*** 101 South Sycamore Street; 877/944-RAIL (7245) or 910/944-3040; *www.carolinadinnertrain.com;* 3-C.
Lunch trains depart every Saturday at 12:30 p.m. and Sunday at 2:00 p.m., with dinner trains every Friday at 7:30 p.m. The menu changes seasonally, and is prepared and served onboard. It runs through the Carolina Sandhills, past Pinehurst's famous beautifully manicured golf courses, and on into the rustic Carolina countryside. The nicely-restored train set, once the Florida Central dinner train, will be joined this year by the newly-restored 1912 Pullman car *Defender.*

Dillsboro; ***Gourmet Dinner Train;*** Great Smoky Mountains Railroad; 119 Front Street; 800/872-4681 or 828/586-8811; *www.gsmr.com;* 3-C and 1-A.
Now operating year-around, every Saturday evening, with fresh-cooked four-course dinners offering a choice of three entrees from a menu that changes every three months. *Mystery Theater Dinner Train* operates mainly on Friday evenings beginning May 11 through August 17, with four added runs in October for Halloween. Meanwhile, the Nantahala Gorge excursion provides a ride-'n'-dine opportunity, and, also new this year, the seven-hour Gorge Combo excursion (Tuskasegee River and Nantahala Gorge excursions combined) offers an upgrade that includes a three-course lunch in the dining car.

OREGON

Redmond; ***Crooked River Dinner Train;*** **Crooked River Railroad Company;** O'Neil Junction three miles North of Redmond; 541/548-8630; *www.crookedriverrailroad.com;* 3-B.
Through Oregon's high desert, three hour runs offer Western-themed events including Western Murder Mystery Theater, featuring the James Gang, Saturday evenings year around, departing at 6:00 p.m., and Friday nights June to September, departing at 7:00 p.m. Sunday Champagne Brunch or Sunday Supper runs on selected dates (including a number of holiday specials), March through August. Themes from the 1800's - including train robberies, cavalry rescues, and dance hall queens — remind us the old west was a busy and uncertain place.

Hood River; **Mount Hood Railroad;** Mount Hood Depot; 800/872-4661 or 541/386-3556; *www.mthoodrr.com;* 1-A and 1-C.
Dinner trains every Saturday, starting March 31 through December 15, and on certain Fridays throughout the season, offer four courses, with a choice among four entrees. Every Sunday, April 1 through December 16, Brunch trains offer a beverage, an assortment of baked goods and pastries, a choice from three entrees, and dessert. The spectacular backdrop is the scenic Hood River valley and the looming snowy sentinels, Mount Hood and Mount Adams.

PENNSYLVANIA

Middletown; **Middletown & Hummelstown Railroad;** 136 Brown Street; 717/944-4435 ext. 0; *www.hersheypartnership.com;* 1-A and 2-B.
Operates four *Chicken Barbecue Express* Ride 'n' Dine's departing at 4:10 p.m. three Saturdays and one Sunday; and, a dinner train on a schedule of varied frequency and departure times over six weekends — a total of ten dinner trains — between February and December. Meals are catered by L'Koste Villa of Mechanicsburg, and feature a choice between two entrées and two desserts.

New Freedom; ***Liberty Limited;*** **Northern Central Railway;** 117 North Front Street; 800/94-TRAIN (948-7246 or 717/235-4000; *www.classicrail.com/ncry;* 3-B.
Dinner trains depart Saturdays on a varied schedule at 5:00 or 6:00 p.m., depending on seasonal lighting. Friday dinner trains are added in October and December and depart at 6:30 p.m. Scenic Sunday Dinner trains run on occasional Sundays at 1:00 p.m. A Scenic Lunch train runs at 11:30 a.m. the second Wednesday of each month, except during the Fall, when it runs every Wednesday. Special occasion dinner trains operate as well. Menus offer varying entrées in four-course dinners and three-course lunches, and change every two months.

New Hope; ***Wycombe Brunch Train;*** **New Hope & Ivyland Railroad;** 32 West Bridge Street; 215/598-0890 or 215/862-2332; *www.newhoperailroad.com;* 1-A.
The brunch train departs every Sunday between April 1 and Thanksgiving at 10:30 a.m., and offers Champagne or Mimosa, then an appetizer plus a variety of entrees suitable for a hearty morning or mid-day meal, served in Wycombe at the Wycombe Inn. The return from Wycombe on Sunday often involves meeting another excursion train at Lahaska for the return run to New Hope.

Strasburg; ***Lee E. Brenner*** **Dining Car; Strasburg Rail Road;** Strasburg depot on Pennsylvania Route 741 East; 717/687-6486; *www.strasburgrailroad.com/dining car;* 1-C.
Boarding at 5:30 p.m. Saturday and Sunday only, May 5 through June 24, then Wednesday through Sunday July 4 through September 2, Saturday and Sunday again, September 8 through October 7, and Friday through Sunday, October 12 through 28. The traditional dinner consists of four courses offering three entree selections, with specialized menus on an array of special runs, inlcuding a Pennsylvania Dutch Dinner on Wednesdays, Thursdays, and Fridays in July and August, Murder Mystery trains on seven dates, and a Halloween Terror Train in October. Lunch is available on regularly scheuled hourly trains, April through December. The *Lee E. Brenner* is the only operating wooden dining car in America today.

Titusville; **Oil Creek & Titusville Railroad;** 409 South Perry Street; 814/676-1733; *http://octrr.clarion.edu;* 2-A.
Five murder mystery runs are currently scheduled, for July 28, August 11, and September 8, 15, and 22. Enjoy wine and cheese at the depot, starting at 6:00 p.m., then depart for an enjoyable train ride during which an unspeakable crime occurs, and settle in for a late (9:00 p.m.) dinner as you unravel the mystery. The route of this train takes you through "the valley that changed history," home of Pennsylvania's famous oil fields.

Wellsboro; **Tioga Central Railroad;** Wellsboro Junction, three miles north of Wellsboro on Pa. Route 287; 570/724-0990; *www.tiogacentral.com;* 1-C.
Saturdays, June 2 through October 27, enjoy a meal cooked on board. The menu varies from week to week and offers a choice between two entrees that showcase authentic dishes from soem of America's most famous passenger trains of the past. The trip is a 42-mile round trip through some of northern Pennsylvania's most spectacular rural countryside.

West Chester; ***West Chester Railroad Dinner Train;*** 230 East Market Street between Matlack and Franklin Streets; 610/430-2233; *www.westchesterrr.net;* 2-B.
Three runs in 2001, including the Riverboat Murder Mystery on May 5, and a Halloween Murder Mystery on October 20 and 21, all departing at 6:00 p.m. Meals will feature western-style cuisine in May and foods of the season in the fall and are catered by nearby A Fare From The Heart.

RHODE ISLAND

Newport; ***Newport Dinner Train;*** 19 America's Cup Avenue; 800/398-RIBS (7427) or 401/841-8700; *www.newportdinnertrain.com;* 1-C.

The scenic beauty of Narragansett Bay, often highlighted by a georgous sunset, accompanies dinner on a wide variety of occasions: On Friday evenings, the Murder Mystery train; Saturday evenings, candlelight and soft music on Romancing the Rails; Thursdays and Saturdays at 12:00 p.m, the Rail-N-Sail Newport train offers a mid-day meal and then a harbor cruise; Thursdays at 7:00 p.m. its the Islander Wine Train, offering tastings and hors d'oeuvres; Thursdays, and Saturdays and Sundays, at 11:45 a.m. the Narragansett Bay Touring Trains for families offers a box lunch. Try the award-winning barbecued Baby Back Ribs. Selected "Editor's Pick" in the *Yankee* magazine 2001 Travel Guide

SOUTH DAKOTA

Madison; **Prairie Village Railroad Days;** two miles west of town on Highway 34; 800/693-3644 or 605/256-3644; *www.prairievillage.org;* 2-B.
This rarest of runs operates only two times per year, once on Saturday evening during the annual Railfair in late June, and between Thursday and Saturday during Jamboree in late August.

Milbank; ***Whetstone Valley Express;*** Lake Farly Station in Lake Farly Park; 800/675-6656 or 605/432-6656; 2-B.
Scheduled runs occur only during Millbank's annual Trainfest the second weekend in August, with five dinner trains this year departing at 7:15 p.m. Friday, 12:30 p.m. and 7:00 p.m. Saturday, and Noon and 6:15 p.m. Sunday. Evening meals feature Prime Rib, while the mid-day trains offer a Ham dinner. One Pizza Express this year departs at 5:30 p.m. Your hostesses and waiters are authentically costumed to the dining car's origin in 1911.

TENNESSEE

Chattanooga; ***Dixie Land Special;*** **Tennessee Valley Railroad;** 4119 Cromwell Road; 800/397-5544 or 423/894-8028; *www.tvrail.com;* 2-B.
Day-long excursions on February 17 and December 15 (3:30-9:00 p.m.) include dinner at Lee & Gordon's Mill, and June 2 (8:30a.m.- 6:00 p.m.; lunch on your own). Runs on September 29 to the Lafayette (Ga.) Air Show, and every Saturday in October, plus October 21 and 28 and November 4 as *Autumn Leaf Specials* include a dining car offering a filling luncheon with a choice of sandwiches and appropriate accompaniments. Dining car, No.3158, the *Traveler's Fare,* was built by Pullman in 1924 for the Southern Railway and has been in continuous service since.

Nashville; *Tennessee Central Dinner Train;* Tennessee Central Museum at 220 Willow Street; 615/244-9001; *http://home.hiwaay.net/~bgaddes/tcrm;* 2-B.
Runs of this dinner train begin with a charter. With the chartering group's permission, extra seating open to the public. Call for details.

WASHINGTON

Chehalis; **Chehalis-Centralia Railroad Assoc.;** Exit 77 off I-5; *www.ccrra.com;* 360/748-9593; 2-B.
Six 18-mile, two hour trips have been scheduled for Sunday, June 17 (Father's Day), and Saturdays on July 21, August 4 and 18, and September 8 and 22, that include a choice from among three entrees served in the dining car

Renton; ***Spirit of Washington Dinner Train;*** 625 South 4th Street; 800/876-7245 or 425/227-7245; *www.spiritofwashingtondinnertrain .com;* 3-C.
This impressive and attractive train serves dinner Tuesday through Sunday, October to May, then daily June through September. Lunch trains depart on Saturday and Brunch trains on Sunday year around. All offer meal service consisting of three-courses and a selection from among four entrees. The destination? The award-winning Columbia Winery in Woodinville, Washington, where you detrain for a tour, wine tasting, and the opportunity to purchase wines at a discount.

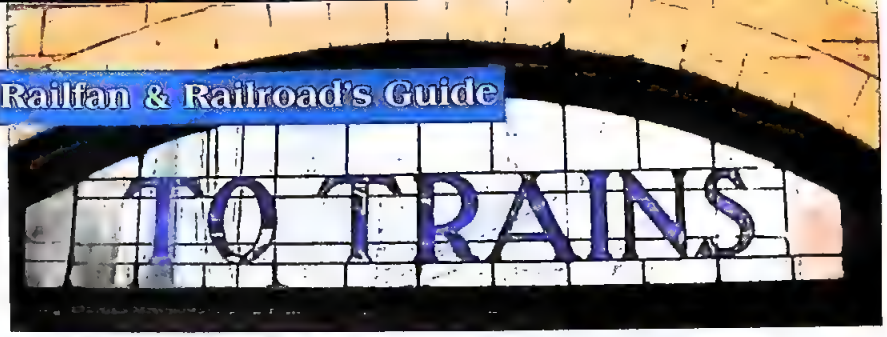
WEST VIRGINIA

Belington; ***New Tygart Flyer;*** West Virginia Central Railroad; Watkins Avenue; 877/686-7245 or 304/456-4935; *www.mountainrail .com;* 3-B.
Operating Saturdays at Noon and 2:00 p.m., November through April, and on a varied and frequent schedule with multiple boarding locations May through October. Offers an all-you-can-eat Sandwich Food Bar make up of cold cuts, chips, fruit and vegetables, cookies and beverages.

Cass; **Cass Scenic Railroad;** Cass Depot on Main Street; 800/225-5982 or 304/456-4300; *www.neumedia.net/~cassrr/;* 1-A.
On selected Saturday evenings, June through September, and with holiday departures on July 4, September 3, and October 28, climb the mountains behind steam-powered logging locomotives, then detrain at Whittaker Station for a delicious old-fashioned barbecue dinner with all the fixin's (including dessert, they remind you), and live Bluegrass music. The east coast's answer to those great logging route barbecue dinner trains on the west coast celebrates its 100th Anniversary this summer.

Huntington; ***New River Train;*** 7th Avenue and 9th Street; 606/327-7735; *www.serve.com/cphrrhs/;* 2-A and 2-C.
Four excursions in 2001 offer upgrades that include onboard meal service, as well as the opportunity to detrain in Hinton, West Virginia, to partake at food stands in the street fair schedled to coincide with the excursion.

Huntington; ***Mountain State "New River Gorge" Mystery Train;*** 1050 8th Avenue (Huntington); 800/CALLWVA (225-5982) or 304/529-6412; *www.themysterytrain.com;* 3-A, B, and C.
Offering a wide array of excursions throughout the year to individuals or tour groups from various



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Iowa Railroad Historical Society

regional boarding points that include Cincinnati, Ohio; Huntington, West Virginia; Washington, D.C. and intermediate cities in these states, as well as in Kentucky, Indiana, Illinois and Virginia. Offers choice dining locations off the train during afternoon and evening layovers, foods prepared either on the train or by catering services off the train and served in the dining car. Murder mysteries and theatrical excursions are a specialty, but excursions include such off-beat experiences as a Professional Sports Train, a Rails-to-Rivers-and-Trails Train, and a Throw Mama On The Train.

Romney; ***Potomac Eagle;*** Wappocomo Station on Route 28, 1½ mile north of Romney; 800.22EAGLE (223-2453) or 304/424-0736; *www.wvweb.com/www/potomac_eagle/;* 2-B.
First Class accommodations on the extensive excursion schedule, May through October, includes riding in the Club Car or Dining car with a full meal served during the trip. Outside, narrow mountain valleys, high mountain walls, thick forests and the eastern home of the American Bald Eagle, some of the east coast's most spectacular mountain scenery.

WISCONSIN

East Troy; **East Troy Electric Railroad Museum;** 2002 Church Street; 262/548-3837; *www.easttroyrr.org;* 2-B.
Five dinner trains, one for Father's Day (June 17) departing at 2:00 p.m., and the others, on August 4, September 29, and October 6 and 20 departing at 5:30 p.m., are planned for 2001. Each run will feature a specific railroad's menu (i.e., B&O, PRR, etc.) created and catered by Carl's Catering of Greendale, Wisconsin. Two Sunday afternoon Tea Trains, departing at 2:00 p.m. on July 22 and September 9, feature tea, finger sandwiches, fresh fruits, and the like, are also scheduled.

Middleton; **Wisconsin & Southern Railroad;** The ex-Milwaukee Railroad Depot, 1811 Parmenter Street; 608/795-4909 or 608/241-9767; *www.wsorrailroad.com/excursions;* 4-A.
Operating twice on selected Sundays, at 10:00 a.m. and 12:30 p.m., and, beginning June 17 to the end of summer, at Noon every Tuesday and Thursday, this fine passenger train set takes you 16.3 miles to Mazomanie, Wisconsin, where you dine at The Old Feed Mill. A "groaning board" buffet featuring home-style cooking, combined with the opportunity to explore the restoration-in-progress of a once-thriving railroad community that is now in the National Register of Historic Places, make this excursion special.

North Freedom; **Mid-Continent Railway;** North Freedom Depot; 800/930-1385 or 608/522-4261; *www.midcontinent.org;* 2-B.
Selected weekends, including the *Autumn Color Train* on a Saturday in early October, a *Santa Express* in late November, and the *Snow Train* on Friday and Saturday in mid-February. Each run features a five-course catered meal that is finished on board, with seating limited to thirty-eight guests. This group's dedication to authentic restored equipment includes steam power "as long as the equipment cooperates."

Spooner; **Wisconsin Great Northern Railroad;** 426 N. Front Street; 888/390-0412 or 715/635-3200; 1-A and 1-B.
The *Pizza Train* runs Saturdays at 5:00 p.m from early April thrugh mid-December, with added Tuesday and Thursday runs from late June to late August, and Friday runs in September and October. The *Buffet Train* operates on Friday evenings during July and August and features a varying menu with several hot selections, salads, and dessert. The *Elegant Dinner Train* operates Friday evenings during September and October. Family Hobo Night Wednesdays during July and August include a serving of Hobo Stew and a marshmallow roast.

VERMONT

Chester to Bellows Falls (9/15 to 10/14) daily: ***Green Mountain Flyer;*** Arlington to Manchester (7/4 to 9/1)) or North Bennington and Arlington to Manchester (9/15 to 10/14), daily except Tuesday: ***Vermont Valley Flyer;*** each of these excursion trains is operated by the **Green Mountain Railroad Corp.;** 800/707-3530 or 802/463-3069; *www.rails-vt.com;* 1-A.
Layovers of one hour in Bellows Falls or 50 minutes in Manchester allows you to detrain and enjoy a meal, shop, and/or take in historic sites. The fall runs offer perhaps the best "fall colors by train" opportunity in America.

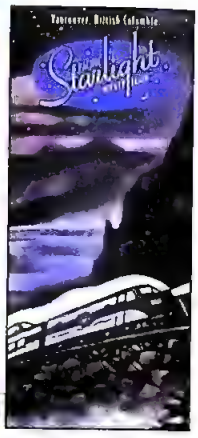
CANADA

ALBERTA

Stettler; **Alberta Prairie Railway Excursions;** 4611 47 Avenue; 403/742-2811; *www.nucleus.com/Heartland;* 1-A, 1-B and 1-C.
Selected Saturdays, November through April, fine dining runs offer five-course meals with a choice among three entrees, plus entertainment. Beginning May 12, and running on numerous and varied Thursdays, Saturdays and Sundays through October 20, ride-'n'-dine trips feature dinner theater, country dinners, Alberta Roast Beef dinners, and the like. Most summer dates are "sponsored," with three-course buffet-style country dinners prepared by the people of the community served.

BRITISH COLUMBIA

Kelowna; ***The Okanagan Valley Wine Train;*** 600 Recreation Avenue; 780/488-8725 or 888/674-TRAK (8725); *www.okanaganwinetrain.com;* 1-B.
Departing Friday and Saturday at 4:30 p.m., and Sunday at 11:00 a.m., June 30 to September 30, enjoy a three-course dinner enroute to Vernon, where you take in a Las Vegas-style Follies. The title "Longest Dinner Train Run in North America" can go to this 70-mile, five hour long rail dining experience.



North Vancouver; ***Pacific Starlight Dinner Train;*** **BCRail Passenger Services;** 1311 West 1st Street; 800/633-8238 or 604/984-5246; *www.bcrail.com/bcrpass;* 1-C.
Nightly, Wednesday through Sunday, from the first weekend in May through October 21, with departures at 6:15 p.m. Wednesday through Saturday and 11:30 a.m. Sunday. Each three-course meal offers a choice among four entrees that highlight West Coast cuisine. The opportunity for dome seating only adds to one's anticipation of the scenic splendor along Howe Sound to Porteau Cove.

NEW BRUNSWICK

Hillsborough; **Salem & Hillsborough Railroad;** 2847 Main Street; 506.734.3195 or 506.734.3733; *http://go.to/shrailroad;* 2-C.
Since 1985 the S&H, "in the heart of picturesque Albert County," has operated 3½ hour long dinner train runs on selected dates in season. This year's schedule begins July 21 and includes July 28, August 6 and September 2, when roast beef is featured; October 5-8, offering turkey dinner; and October 13 and 20 celebrating Octoberfest. Departure times vary between 4:00 p.m. and 5:30 p.m., with boarding 30 minutes prior.

QUEBEC

Hull; ***Sunset Dinner Train;*** **Hull-Chelsea-Wakefield Steam Train;** 165 Deveault St.; 800/871-7246 or 819/778-7246; *www.steamtrain.ca;* 1-B.
On May 19 and 26, then every Friday and Saturday, June through September 15, enjoy a three-course meal, accompanied by fine musical entertainment from a classical repertoire during dinner and local folk music on the return. This operation, near Ottawa, is in the heart of Canada's Capital Region. This train specializes in French cuisine from Hull's landmark restaurant, le Café Henry Burger.

Please check future issues of RAILFAN & RAILROAD for updates to this guide in ON THE MENU.

Continued from page 38

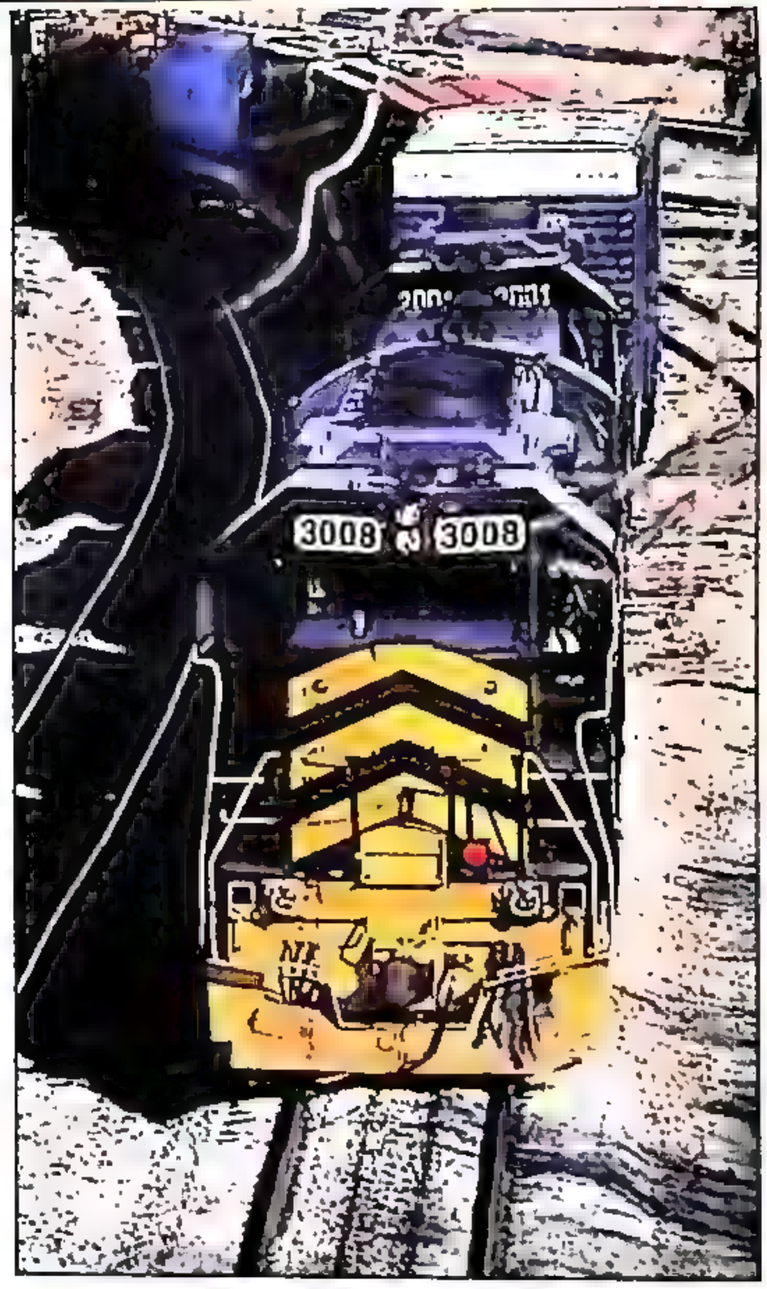
ing rivers, keeping painters busy on MP, Western Pacific, MKT, C&NW, Cotton Belt and Southern Pacific locomotives. But BN got the richest prize in its last trip to the merger altar with its acquisition of the Santa Fe. Corporate consolidations and Powder River coal have changed a former cowtown into a railroad giant.

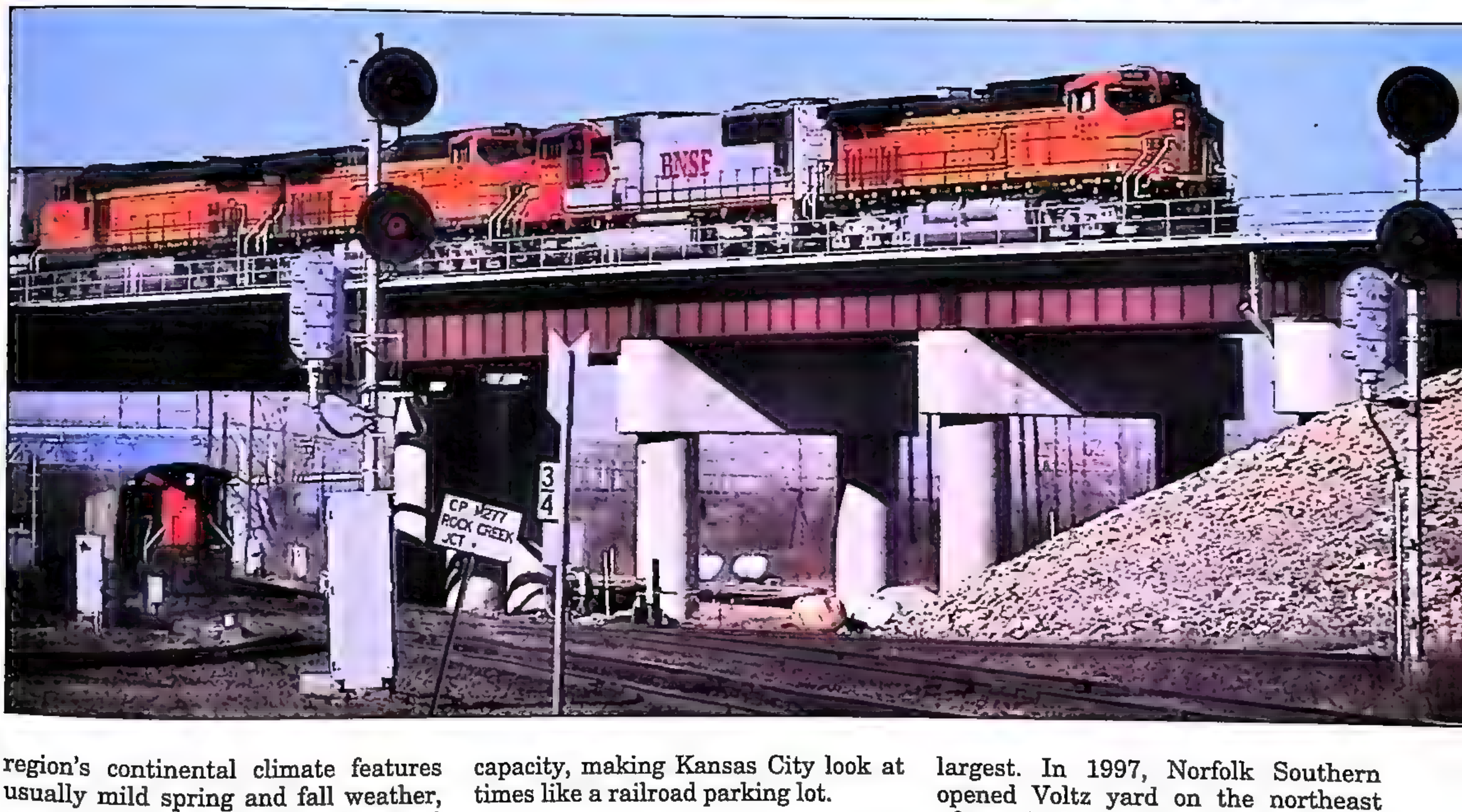
Kansas City Today

A pleasant surprise to many first-time visitors, the greater Kansas City area is large enough to have some big-city features, but small enough to be comfortable. The two Kansas Cities (Missouri and Kansas) and surrounding communities feature food and entertainment for any taste. The region's continental climate features usually mild spring and fall weather, summers that are often hot and muggy, and winter days that can fluctuate wildly between snow and below zero temperatures to sunny days with temperature in the 60s.

Like the weather, Kansas City's rail scenery is quite varied. There are urban landscapes created by tall buildings, rail yards, and bridges over the Missouri and Kansas Rivers, yet the trappings of suburbia, such as trees and parks, are not far away. Accessibility is another asset; there are many overpasses in both city and country from which to view rail action, as well as safe ground-level shots. Using Missouri Highway 291 and Interstates 35, 70, 435, 470, and 635, the traveler can encircle the area relatively quickly.

More impressive than the many varied, easily accessible photo locations is the sheer volume of rail tonnage, which has increased significantly in the past two decades. The burgeoning traffic is due less to freight generated locally and more to Kansas City's growing status as a crossroads. The dynamics of rail mergers have funneled more trains through Kansas City, including Western coal and intermodal cargoes from both coasts. The ever-increasing tide of tonnage has finally exceeded capacity, making Kansas City look at times like a railroad parking lot.





RIGHT: **A Gateway Western train from St. Louis enters Kansas City Terminal's Mill Street Yard in Kansas City, Kansas on March 2, 1997.** BELOW: **An eastbound BNSF intermodal train out of Argentine Yard crosses UP's Sedalia Sub at Rock Creek Junction on Kansas City Terminal's Sheffield Flyover, which opened on July 12, 2000. The Flyover raised KCT's double-track line over UP's Coffeyville Sub and the KCS main line at Sheffield Junction. Santa Fe's original single-track bridge at Rock Creek Junction was replaced with this double-track span as part of the Flyover project.**

Projects

New facilities have been built to relieve congestion. In the late 1980s Union Pacific opened the Big Blue Bypass (a.k.a. the "Sheep Jump") which skirts the former MP Neff Yard, allowing Sedalia and River Sub traffic to soar over the adjacent KCS main and UP Coffeyville Sub. In September, 1995, UP opened a locomotive maintenance facility nicknamed "Jiffy Lube" at Neff. During an 18-month period ending in June, 1997, BNSF rebuilt Argentine Yard, the city's largest. In 1997, Norfolk Southern opened Voltz yard on the northeast edge of the metro area, with an automobile mixing center and intermodal terminal that relieve pressure on Avondale Yard in North Kansas City. In early 2001, KCS was constructing an auto and intermodal facility near Belton and had finished new Knoche Yard engine service tracks. General Electric was adding a maintenance facility adjacent to Knoche for KCS's fleet of new AC4400CW locomotives.

Four more projects deserve mention. To uncork a bottleneck that threatened to divert traffic away from the city, the

public/private Heartland Freight Coalition built the 1½ mile-long, double-track Sheffield Junction Flyover. Opened in July 2000, this project elevated the Kansas City Terminal tracks carrying BNSF Marceline Sub and some UP River Sub trains over the KCS main and UP Coffeyville Sub near the Sheep Jump. In addition, KCT added another main track along most of its east-west route through town, and BNSF built a connection in Olathe to join the Fort Scott and Emporia Subs, reducing some transit times. Finally, in the summer of 2000, BNSF and UP opened a joint dispatching center in Kansas City, Kansas, to better coordinate their heavy, complicated traffic patterns.

Kansas City map, an Altamont Press Kansas City timetable, as well as the recent Pentrex *Goin' to Kansas City* video, but be warned; much of that film was taken from private property.

Union Pacific

As the dominant Kansas City railroad, the Armour Yellow guys went from "elephant" to "mastodon" by swallowing the Missouri Pacific in 1982, Katy in 1986, Chicago & North Western in 1995, and Southern Pacific in 1996. Over 100 UP trains a day make their way through Kansas City. The most important Missouri yard is Neff, while in Kansas are 18th Street Yard and the ex-CRI&P/SP Armourdale Yard.

Behind a pair of SD20s, Missouri & North Arkansas' daily southbound out of Neff Yard to Carthage, Missouri, passes the Lee's Summit, Missouri depot on Union Pacific's Sedalia Sub on August 25, 1999. The train will diverge onto home track at Pleasant Hill, eleven miles from Lee's Summit.

Railfan Game Plan

Triple-digit traffic levels can cause a visiting railfan's eyes to glaze over, but the action is spread out over many routes resembling a plate of spaghetti. Like the proverbial kid in a candy store, a rail buff must make hard choices. Trains can be running like streetcars within earshot, but you might swear that rust is accumulating on the high iron where you're standing. There are several junctions where the railfan needs to make fewer decisions because traffic is so intense, but these spots can be better explained after their traffic is surveyed. The road channel radio frequency of each subdivision is listed in parentheses, while photo spots [keyed to the map] are bracketed. Helpful reference tools include the Rand McNally Greater

Falls City Sub

(160.410)

This former Missouri Pacific line angles northwest out of K.C., following the Missouri River's west bank to Leavenworth, Kansas, and Omaha. For years traffic was sporadic, but this subdivision has become busier due to KCS-bound grain and up to 15 empty coal drags per day returning to Wyoming over the recently upgraded Hiawatha Sub, bought back by Union Pacific from its previous operator, Northeast Kansas & Missouri. At one time carrying but eight trains a day, the Falls City Sub now handles 25 or more movements south of Hiawatha. Controlled by track warrants, the Falls City Sub is boxed in by woods at many spots, but there are good photo locations at the Woodswether Road overpass [1] near downtown Kansas City, Missouri; at Wolcott [2], ten miles northwest of Kansas City, Kansas; and at the Esplanade in Leavenworth, which overlooks the Missouri River [3].

Kansas Sub

(160.515)

The former Marysville Sub, this double track main line is the busiest UP subdivision in the area, averaging nearly 65 freights in 24 hours. West of Kansas City, UP trains go northwest to Nebraska, southwest to New Mexico and California, or straight west to Denver. Scenic locations include the Swingster Road crossing (M.P. 16.5 — railroaders call it "Nat Nast") off Kansas Highway 32 in Bonner Springs [4], and the hill on Kreider Road [5] off Loring Road just west of Bonner Springs. Predominantly coal, Kansas Sub traffic also includes manifest freight, intermodals, autos, and grain.

Trenton Sub

(160.890)

Originally a Rock Island, and later C&NW, route to Des Moines and the Twin Cities, the Trenton Sub, also called the "Spine Line," journeys northeast out of Kansas City, Missouri, over the Truman Bridge via Birmingham Junction (2½ miles northeast of the bridge), and Liberty. From Knoche Yard to Polo (42 miles), UP and Iowa &Missouri Rail Link each have a main track, so the route looks like double track except between Moseby Junction and Lawson, where UP and I&MRL have separate lines. Uncle Pete usually runs ten to 15 trains per day on this line, mainly manifests and grain. Photo locations include the Truman Bridge [6] north side, the nearby Highway 210 overpass [7], Birmingham Junction [8], ground and overpass shots in Liberty [9], as well as Stockdale and Lancaster Roads [10] northeast of Liberty.

River Sub

(160.740)

This is one of two ex-Missouri Pacific lines UP uses to go east to St. Louis and beyond. As the name implies, the route generally follows the Missouri River valley. River Sub trains use BNSF's Marceline Sub for about eight miles from Congo, near Rock Creek Junction, to Eton Junction. There are a few spots on this joint trackage where one can safely watch the parade, including Cement City Road [11] across from the Sugar Creek River Terminal (BNSF M.P. 442), and at Courtney, under the Highway 291 overpass [12]. Obey the No Trespassing signs here! This sub sees an average of 16 trains, mostly eastbound, each day.

Sedalia Sub
(160.470)

The southernmost of UP's K.C.-St. Louis lines, the Sedalia Sub runs east from Neff Yard to Independence, then swings south to Lee's Summit and Pleasant Hill before turning east to join the River Sub near Jefferson City. On the Sedalia Sub, which has an average of 18 UP freights per day, one can also see three of the four St. Louis-K.C. Amtrak trains in daylight. Distinctive freight action on this line includes the West Labadie, Missouri, coal trains which have single distributed power units on both ends, and occasional Missouri & North Arkansas movements (see M&NA section). Photogenic locations include the Colbern [13] and Chipman Road [14] overpasses in Lee's Summit, as well as the Lee's Summit depot museum and Amtrak enclosure [15]. Most UP trains are westbounds.

Coffeyville Sub
(161.265)

This former MP line to Oklahoma and Arkansas runs south from Neff Yard, eventually tacking southwest to Paola, Kansas (46 miles), where the ex-MKT Parsons Sub takes off for Oklahoma and Texas. Much traffic, which averages 35 trains per day, is northbound. Ten or more of these UP trains, especially coal loads bound for the Parsons Sub, run over the BNSF Fort Scott Sub, which also goes through Paola. Locations for viewing Coffeyville Sub action include Gregory and 63rd Street viaducts [16, 17] in Swope Park, the 104th Street overpass [18] off I-435, and 118th Street [19]; at these locations, north-bounds come out of the sun much of the year.

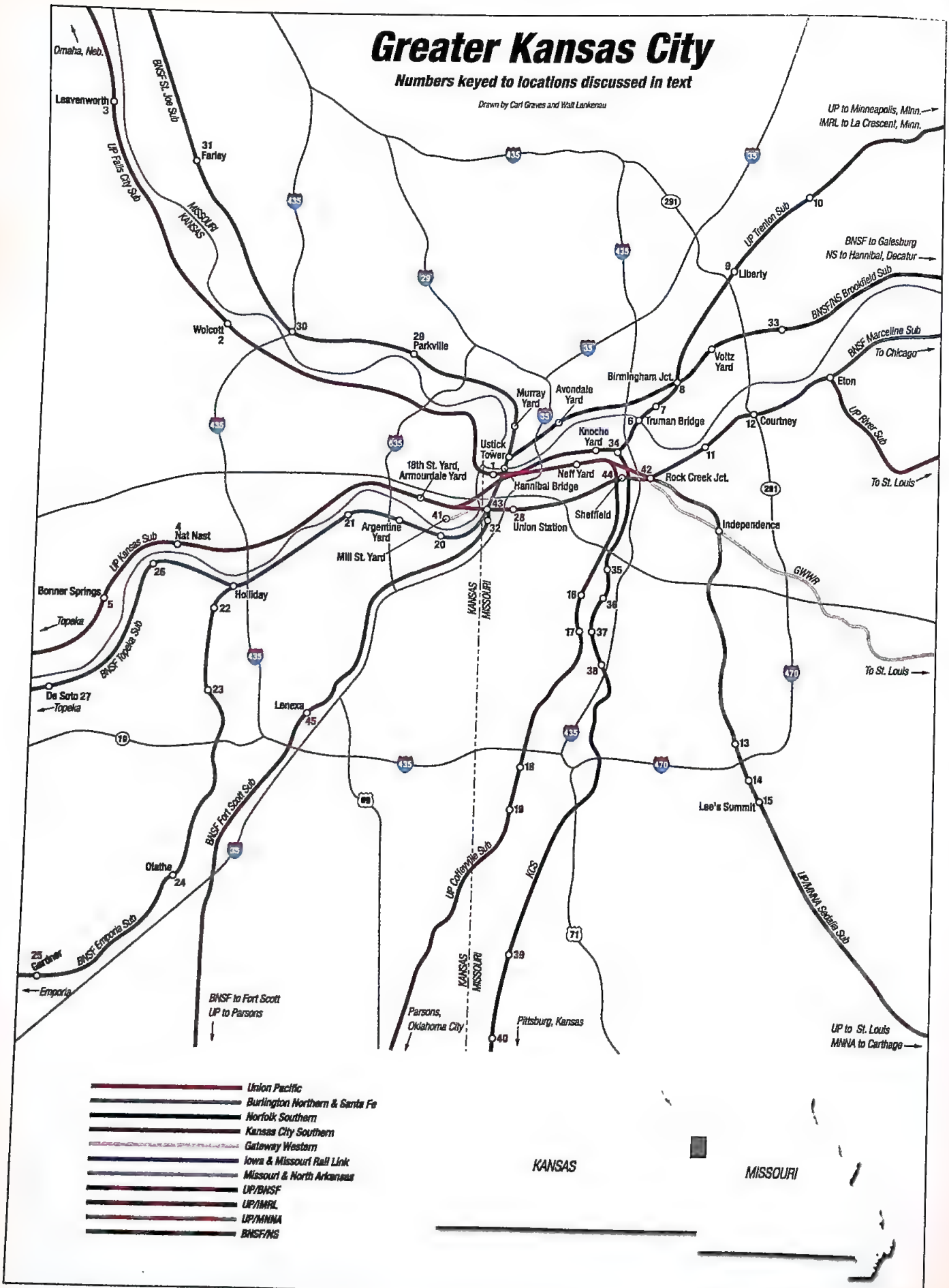
Burlington Northern & Santa Fe

Formed from Burlington Northern (former Burlington and Frisco) and AT&SF trackage, BNSF is Kansas City's second busiest major player, running over 130 trains per day through the metro area. BNSF uses two large yards — Argentine (ex-AT&SF) just south of the Kansas River, and Murray (ex-BN), located north of the confluence of the Missouri and Kansas Rivers.

Emporia Sub
(160.650)

Trains on this line zip west and south to Oklahoma, Texas, Colorado and California. Matching UP's Kansas Sub in total traffic density, the double track, CTC-controlled Emporia Sub carries the most high-priority tonnage of any line in the K.C. area. Many of the 65-70 movements per day are intermodal Z-trains, double stacks, and vehicle trains that do 60-70 m.p.h. just southwest of Kansas City. BNSF security regularly patrols many close-in locations, so use public photo locations like 12th Street overpass [20], the Inland Road overlook [21],

ABOVE: An SD9 and two ex-Illinois Central SD20s approach the Truman-Bridge with an Iowa & Missouri Rail Link shuttle to Knoche Yard from Liberty, Missouri on December 16,1998. BELOW: On June 2, 1998, three BNSF C30-7s take an eastbound Grand River Dam Authority coal train through East Leavenworth, Missouri on the St. Joe Sub. By 2001, most of these weary GE's had been sold or were semi-retired as part of BNSF's surge fleet.


Greater Kansas City
Numbers keyed to locations discussed in text
Drawn by Carl Graves and Walt Lankenau
Omaha, Neb.
Leavenworth 3
BNSF St. Joe Sub
UP Falls City Sub
31 Farley
MISSOURI
KANSAS
Wolcott 2
30
29 Parkville
UP to Minneapolis, Minn.
IMRL to La Crescent, Minn.
UP Trenton Sub
10
BNSF to Galesburg
NS to Hannibal, Decatur
9 Liberty
BNSF/NS Brookfield Sub
33
BNSF Marceline Sub
To Chicago
Voltz Yard
Birmingham Jct. 8
Eton
Murray Yard
Avondale Yard
7
6 Truman Bridge
12 Courtney
UP River Sub
Knoche Yard 34
Ustick Tower 1
11
18th St. Yard, Armourdale Yard
Neff Yard 44
42 Rock Creek Jct.
To St. Louis
Hannibal Bridge
43
41
28 Union Station
Sheffield
Independence
4 Nat Nast
21 Argentine Yard
20
32
UP Kansas Sub
Mill St. Yard
25
35
GWWR
Bonner Springs 5
Holliday
22
KANSAS
MISSOURI
16
36
Topeka
17
37
BNSF Topeka Sub
38
To St. Louis
De Soto 27
Topeka
23
Lenexa
45
18
13
19
14
Lee's Summit
15
BNSF Fort Scott Sub
Olathe
24
UP Coffeyville Sub
KCS
UP/MNNA Sedalia Sub
25 Gardner
BNSF Emporia Sub
Emporia
71
39
KANSAS
MISSOURI
BNSF to Fort Scott
UP to Parsons
Parsons, Oklahoma City
Pittsburg, Kansas
40
UP to St. Louis
MNNA to Carthage
Union Pacific
Burlington Northern & Santa Fe
Norfolk Southern
Kansas City Southern
Gateway Western
Iowa & Missouri Rail Link
Missouri & North Arkansas
UP/BNSF
UP/IMRL
UP/MNNA
BNSF/NS
KANSAS
MISSOURI

overpasses at Johnson Drive [22], 87th Street [23], Lone Elm Road in Olathe [24], and the wooden bridge in downtown Gardner, Kansas [25].

Topeka Sub
(160.560)

This single-track line, dispatched by track warrants and connecting K.C. to Topeka and Emporia, is among the quietest lines in the metro area. It sees Amtrak's *Southwest Chief* (eastbound No.4 is visible in daylight, especially if it's running late), a pair of locals connecting Argentine and Topeka (and beyond), as well as occasional coal trains to Topeka and Lawrence, Kansas. Good overhead shots are at K-7 Highway [26] and De Soto [27]. The line follows the Kansas River, but is obscured by trees in many spots.

Marceline Sub
(160.560)

Carrying many Emporia Sub high priority speedsters to and from Chicago, this double track CTC line is very busy. In addition to handling over 50 BNSF trains per day, the line sees six UP trackage rights trains to and from Chicago plus 16 UP River Sub movements from near Rock Creek Junction to Eton. The easiest places to shoot the Marceline Sub parade are the Main and Grand overpasses [28] near Union Station. Other locations are listed under the UP River Sub.

St. Joseph Sub
(161.160)

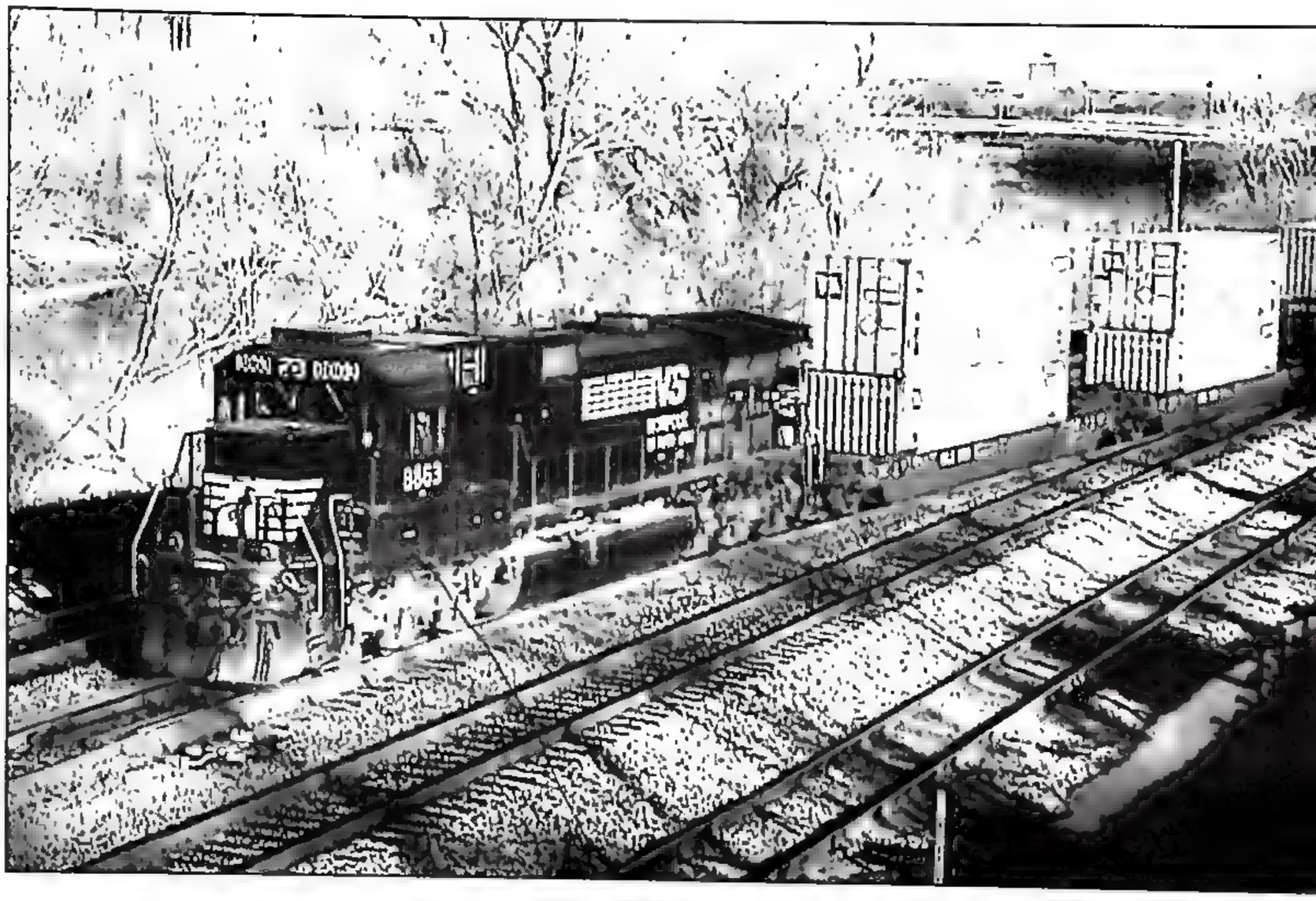
Dominated by Powder River coal, this ex-CB&Q line heads northwest to Lincoln, Nebraska. Handling 40 trains a day, the St. Joe Sub is single track CTC with frequent, occasionally long, sidings. The rails more or less follow the Missouri River, passing scenic, relatively peaceful locations where forested bluffs can be worked into the picture. In addition to views in quaint Parkville [29], there are many vistas [30, 31] from Missouri Highway 45.

Fort Scott Sub
(160.695)

This line follows I-35 southwest out of Kansas City, carrying BNSF trains for Oklahoma, Texas, Memphis and Birmingham. As a Frisco line, it carried Katy traffic for the Parsons Sub, and Union Pacific still exercises the Katy rights, especially on southbound coal loads. Double tracked through much of the K.C. metro area, the Fort Scott Sub sees 20-22 BNSF trains and ten or more UP movements in 24 hours. North of Olathe, Kansas, four to six BNSF trains run over the Emporia Sub. Photo locations include 25th Street crossing [32], visible from an overpass near the old KCT roundhouse just east of Santa Fe Junction, and the Lenexa, Kansas, depot [45]. This line carries traffic from the St. Joe Sub, including many DPU-assisted Palos, Alabama, coal drags.

Brookfield Sub
(161.100)

The former CB&Q line to Galesburg and Chicago, Illinois, the Brookfield Sub angles northeast out of Kansas City, sharing track with Norfolk Southern from North Kansas City's Avondale Yard to Maxwell. This lightly used BNSF line, with seven trains per day, features the newest main line construction in the area, and handles manifest freight as well as unit coal trains to Thomas Hill, Missouri. A good photo location is from the Missouri Highway 210 overpass near Nebo Hill [33], southeast of Liberty.



Norfolk Southern train 395 from Decatur, Illinois, uses BNSF's Marceline Subdivision and terminates at Argentine Yard. The train is passing 12th Street in Kansas City, Kansas, on December 12, 1998.

The other railroads

Kansas City Southern
(160.260)

Kansas City's hometown railroad has mimicked the blowfish, puffing itself up by adding Mid-South, Texas-Mexican and a stake in Mexico's Transportación Ferroviaria Mexicano to its body to avoid being swallowed by bigger predators. Although 18 trains per day travel the line, getting KCS locomotives in good light can be a challenge. Many coal and grain trains run with foreign power, mainly BNSF and UP. The line's north-south orientation makes northbound trains difficult to shoot for much of the year. A section of Knoche Yard became less accessible to fans after the company closed part of the access road along the south side.

Aesthetic photo locations remain at Airline Junction [34] (on Knoche's east end) Sni-A-Bar Road overpass [35], the Swope Park viaducts at Gregory [37] and 63rd Streets [36]), 83rd Street [38], Missouri Highway 58 [39], and the 195th Street overpass [40]. A rare break from the gray KCS freight locomotives is the business train, with its F-units garbed in the old black, yellow and red passenger colors.

Iowa & Missouri Rail Link
(160.770)

One of the most distinctive railroads in greater Kansas City, regional Iowa & Missouri Rail Link brings traffic from places like St. Paul, Minnesota; Chicago, Illinois and Davenport, Iowa. Formerly owned by the Milwaukee Road, then Soo Line, and most recently Canadian Pacific, IMRL's rails are paired with Union Pacific's Trenton Sub most of the way from Polo to Airline Junction. There, I&MRL trains duck into Knoche Yard, which is operated as a joint agency facility with KCS. Every 24 hours there are five scheduled trains pulled by I&MRL locomotives, plus occasional grain movements and "shuttles" which connect I&MRL's satellite yard at nearby Liberty, Missouri, with Knoche. I&M also handles occasional

unit coal trains to Camanche, Iowa, and four daily intermodal trains, all of which use Union Pacific locomotives. Photogenic spots on this line are listed in the UP Trenton Sub section.

Gateway Western (161.280)

Quickly being blending into Kansas City Southern, which purchased it in December 1996, GWWR is one of the least busy railroads in the metro area, with just three to four trains a day each way to and from St. Louis. The questionable long term future of the Gateway as a separate entity makes its few black and yellow-striped "bumble bee" painted locos inviting subjects for photography. In the past 60 years, the Gateway route has flown the banners of Chicago & Alton, Gulf, Mobile & Ohio, ICG, and Chicago, Missouri & Western. GWWR action may be observed at Mill Street Yard [41] north of 12th Street in Kansas City, Kansas, along the Kansas City Terminal tracks passing Union Station [28], as well as at Rock Creek Junction [42], where GWWR tracks separate from the UP. Be warned that GWWR freights often use BNSF power. The Gateway can also be observed performing contract switching for the Kansas City Terminal.

Norfolk Southern (160.440)

This former Wabash line brings trains from St. Louis, Decatur, Detroit, and other eastern locations to Kansas City, the westernmost outpost on a major eastern railroad. Black "Thoroughbred" locomotives are sometimes combined with Union Pacific and Conrail power. Norfolk Southern's business in and out of Kansas City is heavy with intermodal and auto traffic, including a pair of Roadrailers handed off to BNSF at Argentine. Voltz Yard is located on the northeast side of the metro area, northeast of Birmingham Junction.

Norfolk Southern traffic aver-ages 20 trains per day and traffic is likely to increase, because some former Conrail business for the West will be handed over to the UP in K.C. rather than Chicago. Many trains run at night or out of the sun (morning westbounds and afternoon east-bounds). From cramped Avondale Yard through Birmingham Junction and northeast out of the metro K.C. area, NS shares its tracks with the BNSF Brookfield Sub. Places for photography include Birmingham [8] and the 210 Highway overpass [33]. Norfolk Southern security strictly enforces its no trespassing policy.

Missouri & North Arkansas (160.470)

A guppy among whales, the M&NA enters K.C. via UP's Sedalia Sub at Pleasant Hill, Missouri. Pulled by the short line's red and gray locomotives, a daily manifest arrives and departs UP Neff Yard. Additional coal and grain trains to and from the Ozarks feature the Armour Yellow power of the line's former operator, Union Pacific. Refer to the UP Sedalia Sub paragraph for photo locations.

Busy Junctions

Perhaps the busiest publicly accessible metro junction is Santa Fe Junction [43] and the adjacent Frisco Crossing. To paraphrase a popular movie, the place is like a box of chocolates — you never know what you're going to get. Located on the Kansas-Missouri state line just south of downtown Kansas City, Missouri, Santa Fe Junction is the crossroads for BNSF Emporia, Marceline, St. Joseph and Fort Scott Sub trains. Union Pacific east-west traffic enters the junction via a two-level, double track bridge over the nearby Kansas River. Movements from and to Gateway Western's Mill Street Yard, KCS's Kansas City, Kansas, facility, and various transfer runs round out this foamer feast; it's not uncommon to see four trains here at one time. Railfans who stay near the closed interlocking tower will receive no grief from the BNSF railroad police who patrol the area.

The Gooseneck, located on the northwest edge of downtown Kansas City, Missouri [near location 1], is where BNSF tracks going northeast from Santa Fe Junction to the Hannibal Bridge and Murray Yard are sandwiched alongside UP tracks leading from the Kansas and Falls City Subs to Neff Yard. The Woodswether Road viaduct is a good place to view this busy stretch of steel.

Less accessible are three other spots, the first of which is Sheffield [44]. Here the KCT (carrying mainly BNSF Marceline-to-Emporia Sub trains) crosses KCS and the UP Coffeyville Sub on a flyover and at grade. The land is the private property of GST Steel and is not open to the public.

A short distance northeast is Rock Creek Junction, where UP Sedalia and River Sub traffic, GWWR and BNSF Marceline Sub trains intertwine. Traffic density at times rivals Santa Fe Junction, but public access is limited to the Kentucky Road highway crossing.

Finally, there is the Hannibal Bridge just north of downtown Kansas City, Missouri [near 1]. At the south end of this old double-track structure, BNSF, NS and other movements pass over busy UP tracks leading to Neff Yard. Although most ground-level bridge shots are off limits, there are two legal viewing points. One is a road overpass extending south from the end of old Broadway. The other is the emergency highway pullover on the Broadway Bridge's southeast side, accessible by a narrow pedestrian walkway. Go there on foot; do not drive.

Conclusion

Folks familiar with the greater Kansas City area know that the locations listed in this article only scratch the surface. There is ample traffic spread over enough rail lines and scenery to keep fans busy for years. The trains never stop, and the action is often intense. Kansas City is truly a railfan's midwestern mecca!

Kansas City Area Main Lines at a Glance

Railroad/Subdivision	Trains/Day	Frequency
UP Falls City	25	160.410
" Kansas	65	160.515
" Trenton	10-15	160.890
" River	16	160.740
" Sedalia	24*	160.470
" Coffeyville	20	161.265
BNSF Emporia	65-70	160.650
" Topeka	5	160.560
" Marceline	60*	160.560
" St. Joseph	40	161.160
" Ft. Scott	30-38*	160.695
" Brookfield	7	161.100
Kansas City Southern	18	160.260
Gateway Western	6-8	161.280
Norfolk Southern	20	160.440
I&M Rail Link	8	160.770

Numbers add up to over 300; run-throughs are counted twice (example: BNSF Emporia Sub trains also run over the Marceline Sub

McCloud No.18 returns to steam

by
Martin E. Hansen

ABOVE and BELOW: MARTIN E. HANSEN

PRESIDENT'S DAY WEEKEND saw the long-awaited return to steam of McCloud Railway's Mikado No.18 for the annual winter excursion by the Pacific Locomotive Association from the Bay Area.

Built for the McCloud River Railroad in late 1914 by Baldwin, the big 90-ton 2-8-2 would become famous before she even reached McCloud. Baldwin decided to delay her delivery by first putting No.18 on display at the 1915 Panama-Pacific International Exposition in San Francisco. When the Exposition was over, No.18 was promptly delivered to McCloud and was quickly given the nickname "Showgirl."

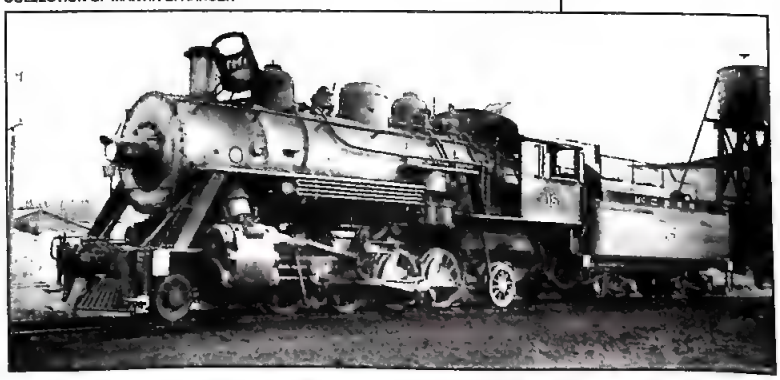
For the next 40 years the Mikado pulled endless streams of log trains and freight trains on the 160-mile McCloud River Railroad (the predecessor to today's McCloud Railway). Finally, in 1955 she was sold along with McCloud No.19 (also a 90-ton Baldwin 2-8-2) to the neighboring Yreka Western Railroad. The nine-mile long YWRR used No.18 steadily in freight service until 1964 when it and No.19 were replaced by diesels. No.18 was originally stored inside in the YWRR enginehouse until the early 1980s when it was then placed in outside storage. Finally, in 1998 the YWRR was put up for sale by owner Kyle Railways. No.18 was offered for sale separate from the other YWRR properties (which by now included No.19, following a decade of service in Oregon).

McCloud Railway President Jeff Forbis did not want to see No.18 leave the area where it had spent its whole operating life, so he made sure he was the top bidder for the locomotive when the bids were opened. For the next three years the McCRy shop forces worked on No.18's restoration between their other jobs (including keeping 2-6-2 No.25 in steam). In late 2000 when the PLA asked to include No.18 in a doubleheader with No.25 in the annual February Snow Trip, Jeff decided the time was at hand to finish the job, and the next three months saw the shop crews working hard to complete the rebuild.

After a quick shakedown run on Friday, February 16th, only a few adjustments were needed. These were accomplished on the 17th as steam was brought up on No.25. That night a steady snow fell, prompting the addition of a box plow for the balance of the trip with the double-headed steamers. The trip was the first time in 46 years that No.18 and No.25 had worked together, and the PLA crowd loved every run-by.

ABOVE: **McCloud Railway No.18 pulls the PLA Snow Special on February 18, 2001. The locomotive is returning to McCloud, California, after double-heading with McCRy No.25.** LEFT: **Steam and snow — a McCloud tradition! McCRy Nos.18 and 25 plow a siding during the Snow Special. Mikado No.18 added plenty of power for snow-clearing duties.** BELOW: **Already 34 years old, McCloud River Railroad No.18 pauses between runs at the McCloud shops in September 1948.**

COLLECTION OF MARTIN E. HANSEN



Across a Century

The Texas State Railroad celebrates two anniversaries
by Ken Fitzgerald

IF YOU HAD TAKEN A SURVEY in the summer of 2000, riders would have given many reasons why they traveled to east central Texas to enjoy a ride through the pine forests on the Texas State Railroad. For Skip Waters of Dallas, the *American Freedom Train* had fueled his interest in railroads back in 1976. Skip was drawn to the Texas State Railroad, where steam-powered trains meet on line twice a day, as a moth is drawn to a flame.

TSR volunteer Natasha Bettis arranged a cab ride for Steve that day, and he was in high spirits when the train arrived at Palestine after a 25-mile, 90-minute ride from Rusk. Looking around the Palestine depot while the train was turned and serviced for its return trip, Steve noticed a picture of ex-Texas & Pacific 2-10-4 No.610 in its *Freedom Train* paint scheme. The picture had extra meaning, as the real 610 was at that moment only 100 yards away in the TSR Palestine shop, standing idle since arriving there in 1986.

Quickly doing the math, Steve realized that the next year would mark the 25th anniversary of No.610 pulling the *Freedom Train* across parts of Texas in 1976, and the spark of a plan raced through his mind. Steve outlined his idea for a 25th anniversary celebration of the event to Natasha, and she took him to Mark Price, operations superintendent for the TSR. Mark listened to their enthusiasm, and soon pledged the support of the TSR, along with the news of yet another 2001 "birthday" that would help set the theme.

TSR No.201, a 79-ton 4-6-0 built by Alco's Cooke Locomotive Works as Texas & Pacific No.316 in 1901, would observe its 100th birthday as the oldest steam locomotive operated by the TSR, and the only operating T&P steam locomotive in existence. The Ten-Wheeler labored in freight and passenger service for the T&P until 1949, when she was sold to the Paris & Mount Pleasant Railroad, a T&P subsidiary. She was saved from scrapping in 1951 and renumbered 75, to serve as a static display in Oscar Rose Park in Abilene, Texas, to represent that city's 75th anniversary. In 1974 the engine was donated to the Texas State Railroad, and put back in service after an extensive overhaul.

Skip returned to Dallas with a concept, and contacted Claude Doane, president of the North Texas Chapter NRHS, and Robert Tigner, president of the Trinity Valley Railroad Historical Association. Members of both groups also quickly became enthused with the idea, and Skip soon found himself cast in the role of Event Chairman for the "610 American Railfan Weekend 2001." Conversations with Mark Price determined that Saturday, March 3,

ABOVE: **Texas & Pacific 2-10-4 No.610 and 4-6-0 No.316 touch pilot-to-pilot at the Texas State Railroad shop in Rusk on March 3, 2001. The two were brought together to commemorate the 25th anniversary of the 610 pulling the American Freedom Train and the 100th anniversary of the construction of the 316.** BELOW: **T&P 610 is stored inside the Rusk shop.**

2[illegible], the weekend before TSR was scheduled to begin its regular passenger season, would be the best day for the celebration.

Skip and other members, too numerous to mention by name, labored hard advertising the event, inviting special guests, making hotel arrangements, preparing exhibits and organizing on-train concessions and refreshments. On the evening of Friday, March 2nd, everyone gathered at the Days Inn in Palestine to enjoy dinner followed by a panel of speakers well versed in both T&P 610 and the *American Freedom Train.*

Blair Lavell, mechanical superintendent for the TSR and also vice president of the 610 Historical Society, spoke of the engine's mechanical condition and what it might take to put her back in service. Blair acknowledged that if the financial and technical hurdles of rebuilding the engine once again were met, now that all wooden bridges on the TSR had been replaced by concrete spans it would be possible to operate the 610, especially if a project to relay the line with at least 112-pound rail should be approved.

Larry Wines, executive director of the *Freedom Train* Museum, brought many exhibits and memorabilia from the 1947 and 1976 runs that were enjoyed by all. Robert Skillman III was security chief for the 1976 *Freedom Train,* and the stories he and Larry told of the behind-the-scenes operations and politics that kept the train moving were a high point of the evening. Although indicating a less admirable side of human nature, Robert realted how the crew never had to worry about disposing of discarded brake shoes after a night's work session — souvenir hunters had always carried them all off by dawn the next morning! Todd Schannuth, whose dedication in spending years collecting photographs, video, and memorabilia of the *Freedom Train* warrants a story of its own, rounded out the evening's entertainment.

Mother Nature did not buy a ticket to Saturday's main event, and weighed in with a moderate rain that lasted most all day. TSR 201, reborn for the day with some creative artwork as T&P 316, was bathed in the white vapor that only a cool, damp day can bring. Over 100 brave souls boarded the four-car train at the Rusk depot at 10:00 a.m., and with ex-Santa Fe café/observation No.1511 leading the way, the train backed up one-half mile to the TSR shops. After an hour's tour of the fine facility that is home to four working steam engines and four diesels, the trip started toward Palestine.

A steam engine crossing a concrete trestle may not seem as rustic as traversing a wooden one, but the wisdom of replacing the bridges became evident as we glided over each rain-swollen creek, and the nearly quarter-mile wide flood that is normally the Neches River. The railfan gods smiled as we reached Gibson County Road 199, where two rain-free photo runbys were accomplished with great success. A 1:00 p.m. on-time arrival at the Palestine depot was followed by one final rainy runby shielded by umbrellas.

Plans originally called for an outdoor picnic next to the station at Palestine. Then Alco MRS1 No.8 was to push the cleaned and polished 610 out of the shop. Instead, the rain drove us into the shop for lunch. No.610's pilot beam served as it had never been intended — as a lunch counter.

The proud locomotive suffered this minor indignity in silence, and soon we learned more of her glory days from Walter Broughton, who had felt the power behind her throttle many times as an engineer for the Texas & Pacific. Walter's 34-year railroad career began in 1941, and he told of working 600-class engines north out of Palestine (the rail was too light for the 2-10-4s to go further south) to Longview and Texarkana with up to 125 cars behind the tender. He remembered the 610 as being a smooth, good running engine that always did what he asked of her.

PHOTOGRAPHY: KEN FITZGERALD

T&P I-1-b class 2-10-4 610 was retired in 1950 and donated to the city of Fort Worth on January 27, 1951, where she was put on display at the Will Rogers Coliseum. In 1969 a street widening project threatened her sleep, and she might have been scrapped but for the efforts of Fort Worth businessman Dave Pearson, who bought the engine for $1.00 on the condition that he remove it. Pearson wanted to see the 610 run again, and that opportunity came with the birth of the 1976 *Freedom Train.*

The idea was put forth that the *Freedom Train* should be pulled through Texas by a "Texas" locomotive, and with the backing and fundraising by many, including influential Fort Worth newspaper owner Amon G. Carter, Jr., the 610 was rebuilt at the Fort Worth stockyards in 1975. The work and break-in runs were completed just in time for the 610 to pull the *Freedom Train* between Fort Worth, Austin, San Antonio, Houston and Dallas from February 13th until March 5, 1976. A total of five years of operation was rounded out by a stint on the Southern Railway pulling passenger excursions, before being once again retired and eventually donated to the TSR in 1986.

With this heritage in mind, many of us braved the rain to photograph No.610 emerging from her shelter with the help of the MRS1 to pose by herself, and with little sister 316. As the engines met nose-to-nose, one could only imagine the silent message in steam that passed between the two T&P survivors. I noticed Walter Broughton sitting on the engineer's side of the 610, alone in the cab with his memories, sharing a message of his own with his old friend. As Walter leaned out to look down the long boiler at the track ahead, it was obvious that the spirit was willing, and he was ready to open her throttle once again and leave town.

The chill in the rain brought us to bid farewell to 610 before our scheduled 4:00 p.m. departure, and the 316 took us back through the woods to Rusk. After a warm shower and changing into dry clothes back in Palestine, a T&P slide show was presented by Steve Goen and Rogers Crystal that lasted into the early hours of Sunday morning. Based on the good time had by all in spite of the rain, Skip and all the others who worked hard to make it happen should start planning now for the 30th Anniversary.

Thanks to Mark Price, Skip Waters, and Al Coppinger for their assistance in the preparation of this article.

ABOVE: **T&P 316 makes a photo runby during a break in the rain on March 3, 2001. The Neches River below the concrete bridge was swollen from the storm.** BELOW: **Earlier that morning, T&P 316 was surrounded by steam in the cool, damp air. The locomotive normally operates as Texas State Railway 201, but was returned to its original number in honor of its 100th birthday.**

KURT REISWEBER

The North Carolina & Virginia

New business means a bright future for this short line

"LOOKS GOOD." Carl Hollowell, general manager of the North Carolina & Virginia Railroad, is inspecting a new industrial siding at Indalloy in Ahoskie, North Carolina. He gives the track contractor permission to go out on the main line, then drives to Roxobel, North Carolina, to talk to a member of his train crew and inspect a new culvert. "My background was in computer science," Hollowell says, "but a lot of my work now is civil engineering-related. You learn on the job."

Hollowell, a northeastern North Carolina native who has worked at eight RailTex (now RailAmerica) locations, manages three RailAmerica short lines: the North Carolina & Virginia, based in Ahoskie, North Carolina; the Chesapeake & Albemarle, based in Elizabeth City, North Carolina; and the Virginia Southern, based in Keysville, Virginia. North Carolina & Virginia, the first RailTex short line in North Carolina, was acquired from CSX on November 1, 1987. It operates from a CSX connection in Boykins, Virginia, through Kelford, North Carolina, to Tunis, a total of 54 miles.

Two different histories joined

The North Carolina & Virginia line from Boykins to Kelford was built as the Roanoke & Tar River Railroad, a branch line subsidiary of the Seaboard & Roanoke Railroad (later Seaboard Air Line). The 35 miles from Boykins to Lewiston, North Carolina, were constructed in 1887 and 1888. A six-mile branch was also built from Pendleton to Murfreesboro, North Carolina, but was abandoned very early, in 1897. The stub from Kelford to Lewiston was also abandoned in recent years. This piece of the NCVA has always been a rural branch line.

by
Tony Reevy

The NCVA from Kelford to Tunis has a much different history. This track is almost all that survives of the Atlantic Coast Line main from Rocky Mount, North Carolina, to Norfolk, Virginia. This stretch of railroad was also the Southern Railway's only access, through trackage rights, to the great port of Norfolk. Part of the railroad was built as the Western Branch Railway from Pinners Point (Portsmouth) to Drivers, Virginia, in 1887 and 1888. At the same time, a narrow-gauge logging railroad running southward from Tunis, the Chowan & Southern Railroad, was partially standard-gauged and extended north to Drivers and south to Tarboro, North Carolina. In 1888 the Chowan & Southern absorbed the Western Branch Railway. It was renamed the Norfolk & Carolina Railroad in 1889, and was completed from Pinners Point to Tarboro by 1890.

The Norfolk & Carolina was a subsidiary of the Atlantic Coast Line, with early involvement by the Richmond & Danville Railroad. In 1896, after the reorganization of the R&D as the Southern Railway System, the Southern obtained trackage rights over the ACL from Selma, North Carolina, through Wilson, Rocky Mount, Tarboro and on to Pinners Point. Construction of the Norfolk & Carolina Railroad by ACL, and entry of ACL and Southern into the Norfolk area, led to retaliation by the Seaboard Air Line, which constructed its own line north from Norlina, North Carolina to Richmond, Virginia.

The SAL-ACL merger of 1967 made the old ACL route into the Norfolk area redundant. In 1974, Southern gained Norfolk access over its own tracks by taking over the old Norfolk Southern Railway and withdrew from the ACL route. Since then, the Tarboro-Pinners Point trackage, once two mighty rail systems' only route to the port of Norfolk, has been largely

abandoned. NCVA's Kelford-Tunis segment and stubs in the Suffolk and Portsmouth, Virginia, areas are the only survivors of this once-proud line.

The Seaboard Coast Line merger also brought the Boykins-Kelford and Kelford-Tunis lines into the same corporate family. As part of its tremendous downsizing in eastern North Carolina, SCL successor CSX sold this trackage to RailTex in 1987. Bringing the lineage up-to-date, RailAmerica recently took over RailTex.

To Ahoskie the long way

North Carolina & Virginia's dual heritage gives it an odd look on the map. It resembles a wishbone with the center — Kelford — facing west, and the two prongs — Boykins and Tunis — pointing north and east.

Boykins, Virginia, (Milepost 54) is the NCVA's only rail outlet, via CSX's former SAL route from Weldon, North Carolina, to Portsmouth. The NCVA trackage in Boykins includes a wye. From here to Kelford, the NCVA (ex-SAL) trackage runs almost due south. The NCVA crosses Virginia Route 186 just south of its CSX connection in Boykins, then follows Virginia/North Carolina Route 35 to Conway, North Carolina. The short line's only major river crossing, a 300-foot timber pile, open deck trestle over the Meherrin River, is located on this section of track. It is not publicly accessible.

Severn (M.P. 59) is home to two NCVA customers, Resinol and Severn Peanut Company. The picturesque Severn Peanut elevator, a classic agricultural facility often used as a backdrop by railfans photographing the NCVA, burned during the summer of 1998 and was replaced with a modern building. South of Severn, the NCVA continues to follow North Carolina 35. Pendleton, the next line-side community, has a photogenic ex-SAL station. A SAL branch to Murfreesboro, abandoned in 1897, once originated here.

ABOVE: **A North Carolina & Virginia train, with RailAmerica sister road engine Texas & New Mexico GP7 1326, switches the Perdue plant at Tunis, North Carolina, on December 3, 1998.** BELOW: **A southbound NCVA train led by GP9 6244 passes the ex-Seaboard Air Line station in Pendleton, North Carolina, on March 7, 1997. The town of Conway lies just ahead.** OPPOSITE: **GP38 5142 works the peanut elevator in Severn, North Carolina, in February 1997. Down the NCVA main line are tank cars at the Resinol plant. The 5142 has since been transferred off the NCVA by RailAmerica.**

Conway (M.P. 65) is the location of a major NCVA customer, Georgia Pacific. Crews often spend over an hour switching the plant, which is not publicly accessible. Conway has a siding, located just south of the U.S. Route 158 grade crossing, often used for car storage and switching by NCVA crews. South of Conway are the hamlets of Milwaukee (M.P. 67) and Potecasi (M.P. 71).

The NCVA passes about one mile west of the historic village of Woodland (M.P. 73). From there, it swerves away from North Carolina Route 45 and runs about one mile south of U.S. 258. In Rich Square (M.P. 77) the NCVA crosses N.C. 561, then bends through a curve taking it roughly parallel to N.C. 308. Royster-Clark is the railroad's major customer in Rich Square, with occasional business from Rich Square Cotton as well.

South of Rich Square, NCVA runs through the village of Roxobel (M.P. 82) and finally joins former ACL trackage in Kelford. The NCVA's ex-ACL trackage is reached by a curving connection east of the center of town. The ex-ACL station in Kelford survives, but has been moved to the west side of N.C. 308. From here to the Tunis terminus, the NCVA trackage

PHOTOGRAPHY: TONY REEVY, EXCEPT AS NOTED

KURT REISWEBER

WEARING BATTERED CHESSIE SYSTEM COLORS, North Caroline & Viginia GP9s 6439 and 6244 work the CSX interchange in Boykins, Virginia, on December 16, 1987. The 6244 now looks better than it did 13 years ago, as it has received the NCVA's colorful ACL-inspired paint scheme.

runs almost due east.

From Kelford (M.P. 162) to Aulander, the NCVA runs through an area almost bereft of road access. There are only three public grade crossings, county roads 1248 and 1208, and N.C. Business Route 11. Aulander (M.P. 169) retains its ex-ACL station, which is located just east and north of the N.C. Route 305 grade crossing. Aulander's Royster-Clark facility is an occasional NCVA customer.

The line from Aulander to Ahoskie is another stretch with little road access. The NCVA roughly parallels N.C. 11, but runs from one to three miles south of it. One grade crossing, county road 1106, is located at the hamlet of Earleys (also seen on maps as Earley or Earley's Station) at M.P. 174.

Ahoskie (M.P. 178), the next line-side community, is the center of NCVA operations. The brick ex-ACL station is the railroad's general office, and the former Ahoskie train order signal is on display in the town parking lot just across from the station. Two customers, Kerr Plastics and Indalloy, are located in an industrial area just west of town. Indalloy, which receives scrap aluminum and ships extrusion log, has recently added a siding.

A forlorn spur forming a wye near the Ahoskie station and running a short distance south is the last remnant of the Carolina Southern Railway, a short line that once ran to Windsor, North Carolina. The track is retained to serve Ahoskie's Southern States facility, which receives 30-50 carloads of fertilizer, potash and lime annually.

From Ahoskie to the former end of track at Tunis, the NCVA roughly parallels U.S. 13, running about three miles south of it. The most important grade crossing between Ahoskie and Cofield is county road 1409 at Halls. In Cofield (M.P. 184), the NCVA crosses N.C. 45 at grade, passes a closed grain elevator, and reaches the Perdue plant at M.P. 185, where it crosses county road 1403. The plant is actually located about halfway between Cofield and the hamlet of Tunis. At Tunis, the ACL connected with Chowan River steamboats, crossed the river and ran east all the way to Pinners Point.

New trackage serving a just-opened Nucor steel-plate plant runs from the Perdue facility one mile along an old ex-ACL industrial spur. At the one-mile point, NCVA ownership ends and the track becomes Nucor property. The spur leaves the old grade here and runs along an entirely new right-of-way due east for three miles to the plant on the Chowan River.

Nucor changed everything

"Until the Nucor plant in Tunis opened," Hollowell says, "almost all our business was inbound, terminating traffic. The biggest customers were Perdue Farms in Tunis, Georgia Pacific in Conway, Indalloy in Ahoskie and Resinol in Severn. Our traffic was largely agricultural feed for Perdue and chemicals for Georgia Pacific."

From its November 1987 start-up until construction of the Nucor plant began, the NCVA handled between 2500 and 3000 carloads a year. When Nucor is in full production, total traffic will be about 10,000 carloads per year. Nucor receives scrap metal and ships finished steel plate. "Its traffic," Hollowell says, "will be pretty balanced between inbound scrap and outbound steel plate. The Nucor plant started operations in the fourth quarter of 2000, and will be in full operation by fall 2001. By that time, we expect 30 to 40 cars of daily traffic from this one customer.

"In addition to these on-line customers," Hollowell continues, "we receive loads for Colerain Peanut and Boone Farm Supply. They transload to trucks. We also store materials in cars for Wellman Industries and Huntsman Chemical on a siding here in Ahoskie."

Operating the NCVA

For most of its nearly 14-year existence, the NCVA's operating pattern was largely dictated by the seasonal needs of its biggest customer, Perdue Farms. Perdue makes chicken feed in its Tunis plant, receiving agricultural products such as peanut meal, soybean meal, beans and molasses. During the grain rush season of August to October — a time when most agriculturally based railroads experience their heaviest traffic — Perdue buys its grain locally. Grain is trucked directly to the Tunis plant from local farms, eliminating the need for grain elevators in the NCVA's service area. After Perdue exhausts local sources, the company will buy grain, often shipped in 16-car unit trains, from other areas such as Ohio. The Perdue buying season, which runs from October through March, means increased business for the NCVA.

From 1987 until the construction of the Nucor plant and spur, the NCVA ran from Boykins to Tunis (considered southbound by the railroad) one day and back the next, during most of the year. Weekend operations were on an as-needed basis. During the Perdue grain buying season, NCVA ran a round trip from Boykins to Tunis and return every weekday. Given the condition of the track at the time, the round trip took 20 hours to complete.

Currently, the NCVA operates a daily round trip over the entire

road. The ... crew goes on duty at the Boykins ... SX interchange or the ... is Nucor ... iant at 7:00 a.m., and a second crew comes on duty between 2:00 and 4:00 p.m. to complete the round trip. Operations usually finish between 10:00 and 11:00 p.m. A relief crew is currently being trained.

Whether weekday runs begin in Boykins or Tunis depends upon weekend operations. The CSX connection operates through Boykins Sunday through Friday, leaving empty bulkhead flats and loaded scrap gondolas for Nucor, as well as cars for other customers. About every other weekend, a one-way NCVA job is called on Sunday to take the Nucor loads and empties to the plant in Tunis. When this happens, the Monday crew will go on duty in Tunis, and trains run round-trip from Tunis to Boykins and return all week. When a Sunday job does not run over the weekend, operations will be from Boykins to Tunis and return.

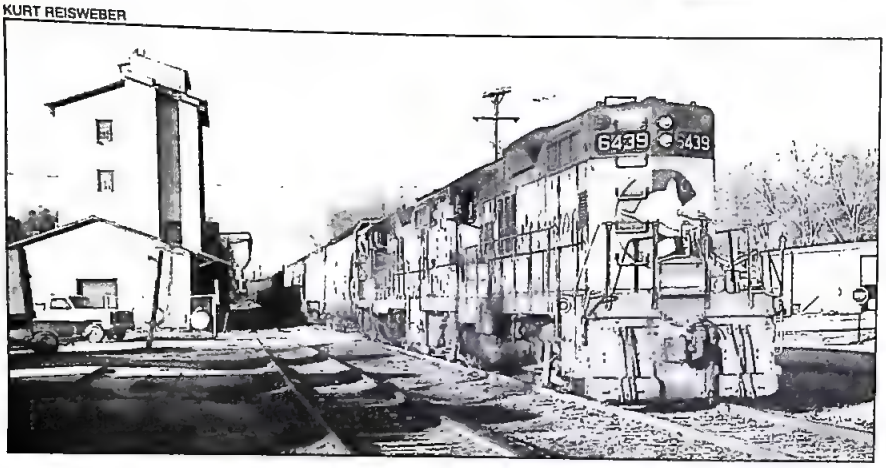
In addition to working the CSX interchange in Boykins and the Nucor plant in Tunis, trains will generally work Perdue Farms in Boykins, various sidings and Indalloy in Ahoskie, Georgia Pacific in Conway and Resinol in Severn on each trip. Other customers are switched as needed.

Nucor does its own interplant switching with three EMD switchers. Gondolas of scrap are unloaded using magnets, while bulkhead flats are loaded with steel plate inside the complex. The NCVA crew's work at Nucor normally takes about two hours.

Normally, an NCVA train crew is made up of two employees, an engineer and conductor. Employees are cross-trained and switch off on these tasks. Chris Aston, a Milwaukee, North Carolina, native and member of the NCVA train crew, talked about the short line's service philosophy. "The big railroads used to say, 'If you ain't ready when we come by, the heck with you.' We give personalized service, and

ABOVE: **The NCVA crew ends the day by tying up at the Perdue plant in Tunis at 3:00 p.m. on December 3, 1998.** BELOW: **NCVA 6244 leads a train bound for Ahoskie and Tunis just south of the Severn Peanut elevator on March 7, 1997.** BOTTOM: **The Perdue plant in Tunis is easily photographed from public streets. Texas & New Mexico 1326 is finishing up its day's work on December 3, 1998.**

KURT REISWEBER



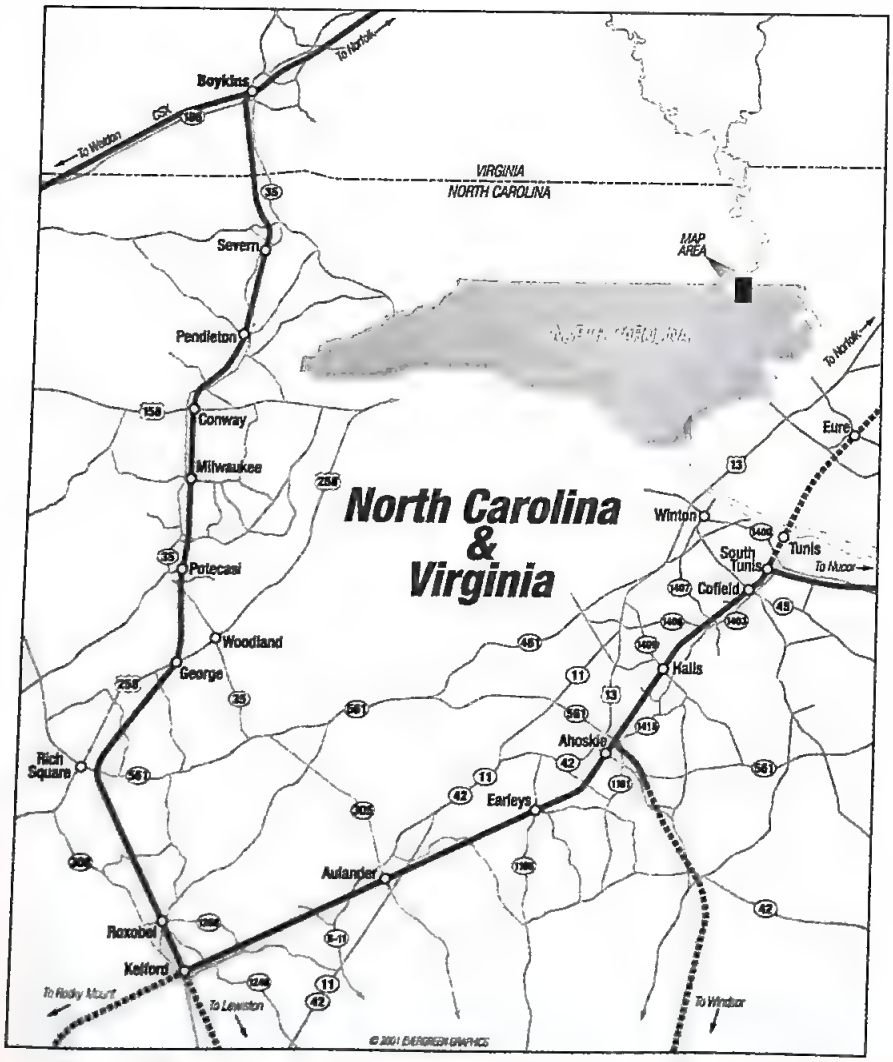
THE NCVA wasn't the prettiest railroad in the world during its first year of operation. A pair of ex-Chessie System GP9s worked the Severn Peanut elevator on December 16, 1987.

do a lot of special runs."

Every American short line seems to have an informal company historian; Aston fills that role for the NCVA. "I joined the North Carolina & Virginia," he says, "because I decided I would work for a railroad before I die. There used to be railroads all around here. Logging railroads were big; there was one coming out of Milwaukee. The pilings from one of their trestles are still there. Another logging railroad ran from Severn to Margarettsville." Aston tells stories about the midnight abandonment of the old Pendleton-Murfreesboro line in 1897, while his colleagues swap tales of ghostly section men along the abandoned Norfolk Southern Railway grades in the area.

General Manager Hollowell runs his three RailAmerica lines with only 23 employees. Hollowell, an administrative assistant, an operations manager and a locomotive mechanic are shared by all three railroads. A roadmaster handles track inspection and maintenance for the North Carolina & Virginia and the Chesapeake & Albemarle. The NCVA has six train service employees, representing first shift, second shift and relief crews of two persons each. Heavy track maintenance and construction and signal maintenance are done by contractors.

The NCVA's coastal location gives it an easy operating profile from Conway south to Tunis. From Boykins to Conway, the terrain is more Piedmont south in character, a roller coaster profile with a significant grade of about 1.2% northbound and southbound from the Meherrin River bridge. Speed limits are generally 25 m.p.h.



Motive power

For much of its existence, the NCVA operated with two GP9s, Nos.6244 and 6515. Of these, 6244 remains an NCVA workhorse and wears the short line's ACL-inspired livery. The other, 6515, has been out of service for several years and is currently being scrapped.

A GP38, No.5142, was assigned to the NCVA for several years and was the first unit painted in the purple and silver NCVA scheme. It has been sent to a RailTex line in Canada. The 5142 was replaced by another RailTex unit, former Texas & New Mexico No.1326, a GP7 rebuilt by the Santa Fe. This engine is paired with Texas & New Mexico slug 4120, a Santa Fe Cleburne Shops rebuild of Baldwin ancestry. The Nucor traffic led RailAmerica to transfer two GP38-3's, 3801 and 3808, to the NCVA. One more unit, probably another GP38, will likely be sent to the NCVA as the Nucor traffic reaches its full potential.

Big news for the region

Northeastern North Carolina has never had a heavy industrial base. Thanks to a partnership between RailAmerica and local, regional, and state economic development agencies, this changed dramatically with the opening of the Nucor plant in Tunis. "We courted them as hard as we could," Hollowell says. Nucor is also making a big difference for local waterways. Most inbound scrap is barged up the Chowan River, a waterway that has seen little navigation since the Depression.

"The Nucor opening," Hollowell says, "led us to add five employees, four of them making up the second-shift and relief train crews. We will probably add another locomotive by the time

they reach full operation. We may bring contracted jobs, like track and signal maintenance, back in house." The NCVA may also acquire its own freight cars to handle Nucor traffic. The steel mill project helped balance NCVA's traffic flow by adding significant outbound traffic, while locating the line's two largest shippers next to each other in Tunis.

In order to serve Nucor, the NCVA oversaw the construction of Nucor's four-mile industrial lead, one of the largest track construction projects in North Carolina in recent years. NCVA also initiated tie replacement and track surfacing projects to accommodate Nucor traffic.

The former SAL track from Boykins to Kelford was in fairly decent shape, with a 25 m.p.h. speed limit. But, as might be expected from its heritage as a rural branch line, much of it was laid with 80- and 85-pound rail, which cannot support heavy loads of steel and scrap for very long. So the NCVA started a track upgrade project in the fall of 2000, with 115-pound welded rail laid from Kelford north to Rich Square. Continuing rail relay projects will see the installation of heavier rail north from Rich Square to Conway.

The former ACL track faced a different problem. Once a main line and laid with heavier rail, its condition limited speeds to ten miles an hour, resulting in excruciating 20-hour round trips for the 100-odd miles from Boykins to Tunis. To address this problem, the NCVA initiated a tie replacement and surfacing project from Kelford to Cofield beginning in spring 2000. The project raised operating speeds on the entire NCVA to 25 m.p.h. and allowed the railroad to handle the Nucor traffic without going to an around-the-clock operation. Two crews, backed by a relief crew, make the entire round trip between 7:00 a.m. and 11:00 p.m.

Interchanging 30 to 40 more cars with CSX five or six days a week puts a strain on the Boykins interchange. "We are expanding capacity for interchange with CSX at Boykins," Hollowell notes, "by building a 4500-foot siding on the west side of the NCVA line."

"We have several other new customer possibilities," Hollowell continues. "We foresee future growth for the North Carolina & Virginia, and will continue to work with local and state economic development agencies to bring new businesses to the area."

NCVA railfan hot spots

The North Carolina & Virginia is an easy railroad to photograph. It runs every weekday and operates during daylight hours most of the time. A nice variety of lighting is available, because part of the crew's working day is spent running north-south and part east-west. Eastern North Carolina sees over 250 days of sun every year, and can be warm even in January and February.

The Boykins and Ahoskie stations provide nice framing for photos, as does the ex-SAL station in Pendleton. The CSX/NCVA wye and the siding used as an interchange in Boykins are accessible from public roads. Those passing through, or who visit over the weekend, can usually find at least one NCVA locomotive set out next to the Ahoskie station.

Fans who want big industrial backdrops for their photos will be pleased with the possibilities offered by the Perdue plant in Tunis. Unlike many industrial sites, it is easily photographed from public property. You can shoot it from county road 1403 between N.C. Route 45 in Cofield and county road 1400 in Tunis. The abandoned grain elevator in Cofield provides a more old-timey looking backdrop, as does the abandoned basket factory at the NCVA/county road 1545 grade crossing in Milwaukee. The Nucor facility is not publicly accessible.

The best location to get a flavor of the old Atlantic Coast Line/Southern main is along county road 1204 west from Kelford. The arrow-straight tracks parallel the road for about two miles, providing a taste of the days when ACL and Southern trains used them as a main line to Norfolk.

The North Carolina & Virginia is a great example of tradition and change. A visit during the first 13 years of its existence showed a typical Southern short line with operations dictated by the rhythm of the agricultural year. A visit to the NCVA now shows a completely changed environment. In Nucor, this impoverished rural area has gained one of the largest industrial complexes in North Carolina. As a result, NCVA's traffic is about 70% finished steel or steel scrap, and it runs 16 hours a day, five or six days a week. The trains look more like what you would expect in Pittsburgh or Gary than Potecasi or Aulander.

Looking at the turn-of-the-century brick storefronts in Ahoskie, it is difficult to imagine heavy steel trains rumbling through. But it is happening, and the change is bringing highly-paid employment to one of North Carolina's poorest areas, and Hollowell and his colleagues are partly responsible.

Whether you visit now or in the future, the North Carolina & Virginia Railroad is an interesting operation with a fascinating history and a bright future. It is a railfan-friendly line that offers excellent opportunities to photograph trains working both old-line agricultural facilities and modern heavy industries.

RUNNING LONG-HOOD FORWARD, NCVA 5142 leads a train across North Carolina route 45 in the center of beautiful downtown Cofield on March 27, 1997. The train is bound for Ahoskie and Boykins.

BOOK DEPOT

***NEW!* Southern Pacific's Colorful Shasta Route (A15664)**, Dill. A full-color pictorial covering Southern Pacific's lines through the mountains between Oakland, California and Portland, Oregon. Includes postwar steam and rare diesels from 1950 through 1975. Map by John Signor. 128 pp hard . . . **$49.95**

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EastRAIL and Winterail

THE TRADITION CONTINUED with the ninth annual presentation of the EastRAIL multi-media show on February 24, 2001, at Warren Hills Regional High School in rural Washington, New Jersey. EastRAIL was inspired by Dave Stanley's California Winterail (which began in 1979) and was presented for the first time on February 17, 1990. For background on Winterail and the beginnings of EastRAIL, see the May 1990 R&R CAMERA BAG column.

This year's show was kicked off by Steve Barry, who is the only photographer to have presented a program at every EastRAIL. Steve came up with a great idea to put together a show to go along with the CD release of Johnny Cash's classic 1962 record, *Ride This Train*, in which he mixes narration and music in a series of vignettes of Americana, all tied together around a rail journey.

Unfortunately, the sound system was apparently borrowed from a new wave music fan, and the amplifier did a total melt-down with one-too-many bass guitar licks. Steve finished the last carousel of slides to an amused round of live narration and "help" from the audience. (After a decade of complaints about loud music in the shows, I was able to fulfill my EastRAIL life's desire to shout out, "The music is too low!") A new amp quickly resolved the sound problem, an auto-focus bug was cured, and the rest of the show went on smoothly.

Following Steve's opener, the programs were by (2) Mark Perri, looking at a variety of passenger and tourist trains; (3) *B.A.F.A.T.S. 1978 Western Foam-A-Thon* by Californian Vic Neves depicting a two-week ramble through the West with Ken Meeker and Wayne Monger; (4) *Relics* by Tom Baker; (5) *Black & White Perspective* by Gene Collora; (6) *Arizona Highway: Rails in the Land of Magic Light* by George Hiotis, showing the spectacular landscape of the Santa Fe across Arizona; (7) *One Last Look* by Bob Bahrs at the DL&W's old multiple unit cars; (8) *A Grande Quarter Century* by Scott Snell showing the D&RGW in transition through SP to Union Pacific; (9) *Southern Pacific Memories* by Terry LaFrance from Oklahoma, and (10) *East of Hudson* by David Patch, showing the changes in New England railroading in the 1990s.

The shows were all of very good quality and reflected the interests, photographic styles and musical tastes of the individual presenters. From the standpoint of pure spectacular imagery, you won't beat Scott Snell or George Hiotis anywhere for lineside action and dramatic composition, and their shows were as impressive as one would expect. The irrepressible Vic Neves put on a show about two weeks spent scurrying all over the west and camping out in the back of a truck that left the audience totally enthralled and ready for a good meal, a hot shower and a real bed for the night!

Bob Bahrs turned the Lackawanna electrics almost into a religious experience with his first-hand knowledge and homegrown passion for the venerable d.c. cars with wicker seats and tall pantographs. Terry LaFrance paid a similar tribute to the Harriman-era semaphores that were surviving along the SP lines in the Southwest. Dave Patch has some beautiful stuff on the colorful new short lines that have been quietly growing to populate Connecticut, Rhode Island and Massachusetts.

The most unusual and maybe controversial show was Gene Collora's *A Black & White Perspective*. Gene is a classic (gads, that term makes ya feel old, doesn't it, Gene?) steam/diesel transition era black & white photographer who could hold his own with such regional pros of that era as Jim Shaughnessy and Bob Collins. Gene's show was made up of his 8"×10" glossies copied on Agfa Scala black & white transparency film for projection. Gene spent 38 years working on the Long Island Rail Road, and his imagery from the 1950s and '60s ranged from LIRR steam to vintage diesels.

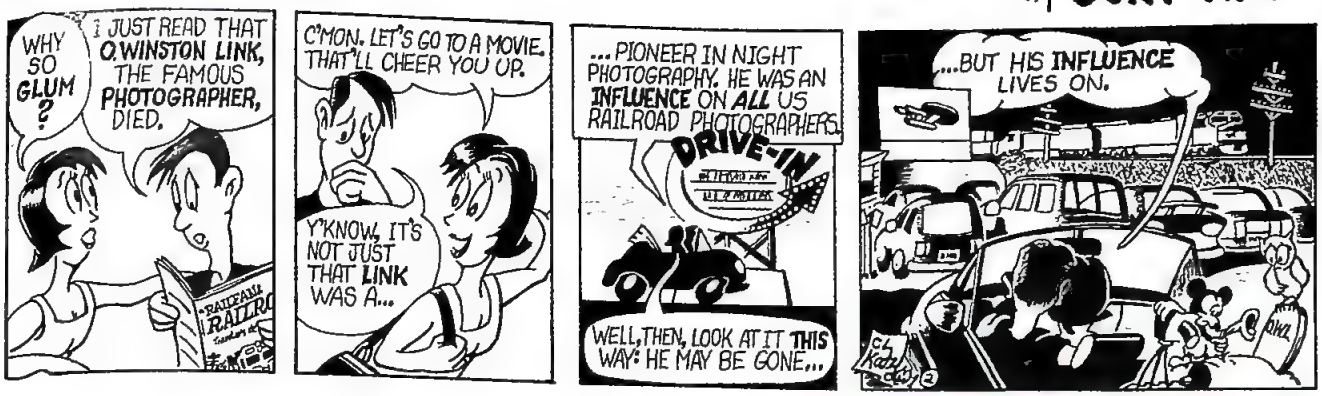
As one who started out as a black & white photographer myself, I found the show a bit unsettling. The problem is the passing of time and the changing of what the audience has been exposed to. Gene's photography would be characterized as "very good" for that era and would be a welcome addition to any black & white book of rail photography. But in spite of *Starlight on the Rails* and a few of O. Winston Link's ventures, black & white is *not* the wave of the future. *Starlight* took about 200 of the very best night shots from all across the country and made a successful "art" book, and Ted Benson made a similar hit with *One Track Mind* by the sheer power of his personal skill, but even good "workaday" black & white like Gene's just doesn't translate today, because people like Don Ball and Bob Malinoski and others have given us those very same images of the same era in color. In my L&HR book that just went to the publisher (Morning Sun Books), I swapped Gene's perfect b&w 8×10 of DL&W FT's at Maybrook for a color slide Bob Malinoski shot standing right next to him (you can see their shadows on the snow in the foreground!). When all else is equal, color wins every time.

The most impressive show I've seen in a decade of EastRAILs was one that I was not expecting. It did not include a single shot of a moving train. In fact, the only "action" shot of the show was of a building. The show was Tom Baker's *Relics*, which was a study of close-ups and details he shot over the years of everything from broken cab windows to the usual rusty railroad heralds. Tom has been doing this for years, along with his friend Scott Snell, and the intensity and brilliance of his vision of things generally overlooked really made an impression on me. As an editor, I've been privileged to work with imagery from the very best photographers, and quite frankly, I've seen it all. But Tom Baker gave the first "fresh" look I've seen in quite a while.

Oh yeah, that one "action" shot was a wrecking ball bashing down the wall of a building. It was a "smashing" show! — *J.B.*

RAILFUN

by CURT KATZ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...PIONEER IN NIGHT PHOTOGRAPHY. HE WAS AN INFLUENCE ON ALL US RAILROAD PHOTOGRAPHERS.
DRIVE-IN
WELL, THEN, LOOK AT IT THIS WAY: HE MAY BE GONE...
...BUT HIS INFLUENCE LIVES ON.

Meanwhile, over in Stockton . . .

It was another successful year for Winterail, the annual railfan multi-media slide bash held in Stockton, California. This year's event, held on March 10th, sold out its 900 tickets in less than two weeks, a new record.

Opening this year's program was *Two By the Bay — the Alameda Belt Line & Oakland Terminal Railway* by Evan Werkema. While most programs seem to concentrate on main line subjects, this well-presented show featured two switching operations (one of which still runs). Following Evan's show was *BNSF Kansas Division* by Dan Munson, a look at the people and trains of this piece of trackage.

Black & white photography and an exceptional script made Martin Burwash's *Railroad Legacy of Stevens Pass* stand out. The segment on the snow slide that destroyed the town of Wellington, Washington, was especially poignant. Main line steam, the Burlington and, of course, the Rio Grande were all a part of George Werkema's *Colorado in the Sixties* show. Incidentally, the shows by George and Evan Werkema marked the first time in Winterail history that a father and son (Evan's the son) duo presented shows at the same event.

Randy Nelson has lived in many places in the Pacific Northwest and his *Northwest Scrapbook* featured scenes he shot in the region including stuff around Portland, VIA's F-units and plenty of Southern Pacific. His segment on logging railroads, set to the music of "Lumberjack" by Jackyll brought the house down, as the song features a chain saw as a musical instrument.

Dick Dorn's *Last of the California Beets* opened up with Sonny & Cher singing (what else?) "The Beat Goes On." This was an especially timely show, as this past season was the last for beet trains in the Golden State. Three Winterail "shorts" (mini-programs using one or two songs) followed, including *California Steam* by Vic Neves (set to "California Girls"), *Chug* by Jamie Miller (focusing on GE motive power) and *Minutemen and Pine Trees* (Boston & Maine and Maine Central) by Tom Murray.

Joe Lessler told the complete story of *The Case of the Flying F-Unit,* the Santa Fe F3 that ran through the bumper post at Los Angeles Union Passenger Terminal in 1948, in a show that departed from the Winterail norm in that it was narrated live. It was then time for the dinner break.

Each year a photographer is honored by being inducted into the Winterail Hall of Fame, and this year's inductee is certainly deserving — Richard Steinheimer was given the award, presented by Ted Benson. The evening shows started with *Milwaukee Road Electrics — Part 2, The Rocky Mountain Division* by Don Hunter, featurning not only colorful Kodachromes of the classic motors but sounds recorded at the same time. John Gruber's *Green Bay & Western* focused on the employees of the line, covering the railroad right up to its sale to Wisconsin Central in 1993.

Third Time's A Charm — WP's Northern California Extension by Wayne Monger and Vic Neves covered the history of what is now BNSF's Inside Gateway Subdivision (the High Line between Portola and Bieber, California). The show wrapped up with some stunning photography from Canada with Greg McDonnell's *Rights of Passage.*

Once again, Winterail proved to be *the* railfan event of the West Coast, with the socialization almost as much a part of the weekend as the slides. Thanks are due to Vic Neves and Ken Meeker and all the rest of the Winterail roadies for a job well done. — *S.B.*

***RICHARD STEINHEIMER** (right) was inducted into the Winterail Hall of Fame on March 10, 2001. Ted Benson (left) had the honor of announcing the award to the 900 attendees.*

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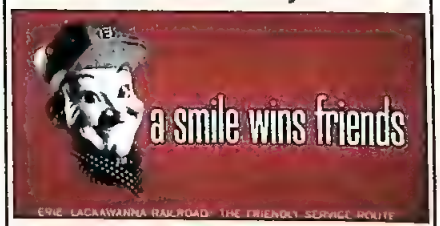

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Transit Currents

Light rail, transit and commuter rail news

Dallas light rail

DALLAS AREA RAPID TRANSIT is not only a success in moving lots of passengers, it has also been responsible for more than $800 million in new commercial and residential investment that has been made or is planned for the near future near existing and future DART stations in the Dallas area. Another sign that light rail is good for the region is that land values near DART stations have increased at a rate 25% ahead of comparable properties that are further away from the light rail stations.

A good example is the Mockingbird Lane and Central Expressway station story. Developers were initially very skeptical about the notion of building around light rail stations. The area around Mockingbird station is seeing major redevelopment, with lofts, coffee shops, cafes and restaurants, and upscale retail stores popping up. By the time you read this, the Mockingbird station will have adjacent to it a major private project that will include an eight-screen motion picture theater and retail outlets such as Ann Taylor and Ervin Outfitters. Many thanks to Mike Murray for the positive information from Big D.

L.A. Metrolink expands service

There is a widespread commuter rail service in the L.A. area, but, compared to some of the older rail commuter lines in the East, its service is not frequent, and it only operates five days a week.

This is changing. Metrolink started operating Sunday service on its line to San Bernardino, the first time that it has operated seven-day-a-week service on any of its rail lines. Furthermore, there will be Saturday service on the Riverside line between Los Angeles and downtown Riverside.

The expansion of Metrolink service is coincident with the opening of the Red Line Metro subway in Los Angeles. Those wishing to visit friends or relatives or take advantage of some activity across the vast Los Angeles basin can now do much of their weekend travel by rail. Grandmothers living in San Bernardino may be visited by kin from the San Fernando Valley riding the Red Line and transferring to Metrolink at Union Station. MTA promoted new two-for-one tickets to ride on Metrolink on the first day of seven-day-a week service.

MTA is not standing still in trying to meet complaints from its own personnel as well as residents and customers. It has hired an engineering and design firm to spruce up areas along the Metrorail lines. Landscaping at stations and other places along the line is being improved to make it a better friend to the neighborhood. Many thanks to John Allen Lee for the news.

Metra buys more cars

Metra, the commuter rail operation in Chicagoland, announced a plan to buy more than 250 bi-level cars. The Illinois FIRST program, Illinois Governor Ryan's huge public works initiative, will pick up some of the $400 million cost. A contract for the new cars was signed with the Sumitomo Corporation of America; delivery is expected by the end of 2005. The new cars will replace equipment that is approaching 50 years of age. The order will also expand the car fleet to provide additional equipment for the North Central service and southwest lines that are to be extended. As part of the car acquisition project, Metra will buy 25 Highliner multiple unit cars for the Metra Electric District service.

Often called America's best commuter rail service (a number of other commuter operations will dispute that), Metra has been highly successful in attracting patrons. Each new car will have wheelchair lifts, more comfortable seats, larger windows and better emergency lighting. The bathrooms will also be improved. Thanks to Steve Scalzo for the information.

National Capitol Region transit

The nation's capitol region is a bustling area, with a large and growing population and tremendous economic and government activity. It is also an area that sorely needs improvement in its transportation infrastructure. Transportation money is in short supply; the 25-year transportation plan of the Metropolitan Washington Council of Governments is evidence of that. The plan can only postulate on the money that is currently identified as being available, not on how much is needed. The planners have identified $76.8 billion in spending that is necessary in the next 25 years. About two thirds of that is expected to come from state and federal governments. Highways would account for $36.8 billion, with $25.9 billion for maintenance and operation of existing roads. Only about $11 billion would be available for new construction. Replacement of the Woodrow Wilson Bridge across the Potomac is included in the plan; the cost of the new bridge is estimated at between $2.2 and $2.5 billion.

About $40 billion is identified for transit. For its rail system alone, Metro needs about $6.5 billion for repair and maintenance; WMATA managers have stated publicly that the system is suffering from deferred maintenance. Metro officials claim that they need an additional $1.5 billion for rail cars and other equipment as the system works to serve a projected 46% growth in patronage through 2025.

Included in the plan are expansion of

PLEASE SEND any light rail, transit and commuter rail news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 825 E. 8th Street, Bloomington, IN 47408-3805.

by GEORGE M. SMERK

stimulates business

Metrorail services to Largo, Maryland, and to Dulles International Airport. Proposed extension of Orange Line rail service beyond Vienna, Virginia, to points further west along Interstate 66, as well as rail line extension along portions of the Washington Beltway in Maryland, are not included in the planning and cost projections. Thanks to John J. Hanlon for the information.

PTM's East End expansion

The Pennsylvania Trolley Museum, Inc., (One Museum Road, Washington, PA 15301; 724/228-9256; fax 924/228-9675; *www.pa-trolley.org*; *ptm@patrolley .org*) had a ground breaking ceremony on June 2, 2000, to celebrate the start of work on the right-of-way for the PTM's eastern extension. During the summer of 2000, line poles were donated by Koppers Industries, and installation of the signal foundations were carried out. At the same time, PTM is working on estimates for the second phase of the project, which will include all of the work for the Pennsylvania Trolley Heritage display building, a 25,000-square-foot structure that will be at the east end new site. A third phase will involve construction of the visitors center/display building.

PTM is very much a part of the community; the east site will house displays to help people understand the role that public transportation, and particularly the electric streetcar, played in the development the Pittsburgh region and the United States in earlier times. The Pennsylvania Trolley Museum is a must for any enthusiast. Its collection of cars includes a large representation from Pittsburgh and Philadelphia. It also houses my favorite of all — Red Arrow center-door car No.66.

St. Louis news

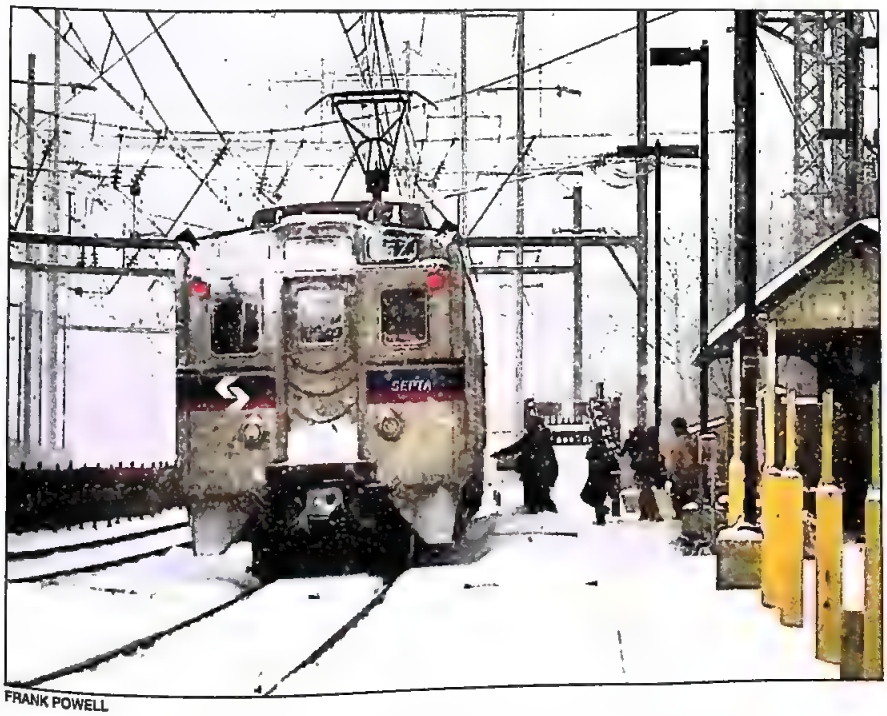
Good news is coming from St. Louis and the MetroLink light rail expansion project. Nearest to completion is the St. Clair MetroLink, which will join the current MetroLink system with Belleville, Illinois. Track work on the line between East St. Louis and Belleville is almost complete, as is the Illinois maintenance facility. Support facilities that will supply traction power are 70 per cent complete, communication signals are about 55 per cent complete, and the stations are 30 per cent complete. Consultants will also consider construction management services on the extension between Belleville and Scott Air Force Base.

Elsewhere in the St. Louis area, considerable planning, design, and engineering work has taken place for the cross-county MetroLink extension. MetroLink staff are working on facilities, design, and finance. The web site for the Cross County MetroLink is *www.crosscounty.org*. Thanks to David Neubauer for the information.

Florida rail improvements

Tri-Rail's double-track program continues and the agency, which operates commuter trains between Miami and West Palm Beach, is making other improvements. A major plus was the opening of the Fort

***A Trenton-bound R7 train** boards passengers during the height of the storm on the Northeast Corridor at Cornwell Heights, Pennsylvania, on February 5, 2001. SEPTA commuter service ran with few delays throughout the unexpectedly heavy snow storm that swept up the eastern seaboard. Accumulations in the Philadelphia area ranged from three to 18 inches.*



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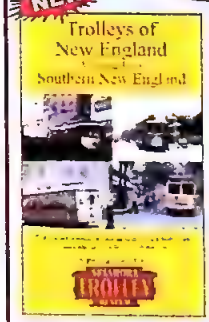

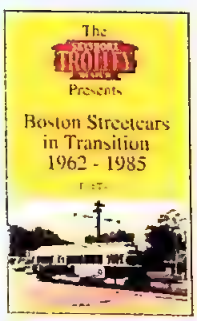

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Lauderdale airport station. Tri-Rail has named a new executive director, Joseph Giulitti, former superintendent of operations at Metro-North Commuter Railroad in New York. Giulitti was responsible for improving Metro-North's on-time performance, which during his time went from 78 per cent to 94 per cent. Mr. Giulitti said his goals include improving customer service and on-time performance, as well as working with county transit services in Miami-Dade, Broward, and Palm Beach counties. Thanks to Mitchell Green for the information.

Warnings in Baltimore

Two operators of light rail trains involved in accidents had tested positive for drug use at some time in the past in Baltimore. The *Baltimore Sun*, tongue in cheek, is promoting the idea of having head signs flash a warning to potential patrons of light rail or bus service. The Metropolitan Transportation Authority insists that its union contract requires that it must take offenders back after a short time off. Many thanks to Marion J. Zych and Henry Goode for the information.

Flashes

From Chicago, Steve Scalzo reports that **CHICAGO TRANSIT AUTHORITY** fare cards may soon be available from automated teller machines. Top level management at the CTA thinks such an arrangement would make purchase of the fare cards much easier and boost ridership.

I get word from Ken Borg that use of the downtown **DETROIT PEOPLEMOVER** has plummeted. That rail system is carrying 27% fewer riders now than it did in 1998. The peoplemover guideway was damaged as a result of the implosion of the former Hudson's building in 1998. That closed down service on the 2.9-mile track for nearly a year.

John Reilly writes than **ASPEN, COLORADO,** has dropped the ball on a heritage streetcar line. More than ten years ago, five trolleys were purchased from Lisbon, Portugal, and sent to Aspen. The five cars are rotting away on a neglected piece of land. The original idea was that the trolleys would run on tracks through Rio Grande Park and up Galena Street, from near the post office to the base of Aspen Mountain. Nothing happened. Anybody need a small trolley?

According to Douglas I. Duncan, the San Diego Trolley set a new single-month record of ridership in March 2000 when 2,584,204 people rode the trolley system, a 1.5% increase over the previous monthly high, set in October 1998. The average weekday ridership on the San Diego Trolley is 90,104. Business was even better in 2000, with a 14.2 per cent hike in use over the same periodin 1999. Also from San Diego comes news that the trolley's East Line in Mission Valley will get underway with construction of a tunnel under San Diego State University. This will be the first subway on the pioneer light rail line.

Mike Murray reports that some people in Texas are trying to find out why the Texas Public Policy Foundation, based in San Antonio, has been trying to shoot down efforts in **DALLAS** for a bond issue. The motive is unclear. Whether this is simply a group which sincerely believes that rail transit is a bad idea, or whether there is some more sinister motive behind the effort being investigated.

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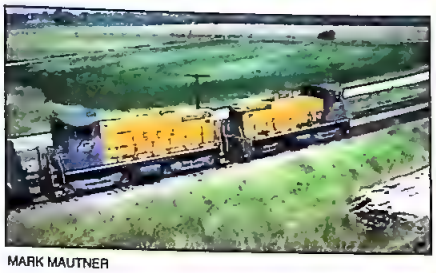

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Next month

RAILROAD MODEL CRAFTSMAN

- **Tales of two lakes:** There was a time when you could get to Lake Mahopac, in upstate NewYork, via two different NYC routes. July's RMC looks at the branch and modleing it. Farther west, we visit the Lake Tahoe Railway & Transportation Company in Sn3.
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Photo by Donald J. Krofta

From 16mm film by Donald J. Krofta, the third volume in our series on the Nickel Plate Road. Covers former Wheeling & Lake Erie 2-8-4's in the NKP 800 series plus other ex-W&LE steam power such as 2-8-2's and 0-8-0's.Some 700 series NKP Berkshires and a few diesels are included. The action takes place in Fremont, Bellevue, and other northern Ohio locations during the mid-1950's. The W&LE 2-8-4's were Alco-built and based on the Van Swearingen 2-8-4 design but had a different appearance. While several of the NKP 700's were preserved, none of the 800's survived so this footage is a great record in classic black and white with color highlights.

Also included is the resurrection of NKP Berk 759 from the Steamtown collection by High Iron Company (Ross Rowland) in 1968. You'll see the christening of the engine at Conneaut plus excursions in 1968 and 1969, including the "Golden Spike Limited". This footage is all color.

The program runs 1 hour and 8 minutes and we've applied real NKP sound effects, including real sounds of the 800's recorded by Don's friend Jim Hawk. Minimal narration for better audio enjoyment. Maps of the NKP and the featured area are shown.

Order Item 034.3 **$39.95 plus $4.00 p&h.**

Still available: Volumes 1 and 2

Volume 1 (item 034) features NKP 700 series Berkshires in service during the 1950's between Ft. Wayne, IN and Bellevue, OH.

Volume 2 (item 034.2) covers NKP action from Bellevue, OH to Erie, PA, also in the 1950's. Both have great color and classic b&w footage of the 700's, a few 800's, Mikados, and first generation diesels.

This series offers an extensive look at NKP in its pre-N&W days.

Both tapes are about an hour in length and are priced at $39.95 each.

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PHOTOGRAPHY: STEVE BARRY

Above: *The Wilderness Express was unveiled at a media luncheon in Grapevine, Texas, on March 7, 2001. The bi-level dome cars were built by Colorado Railcar Manufacturing.* ***Below:*** *Russ Goodwin, representing RAILROAD MODEL CRAFTSMAN, and R&R contributor Tom Savio enjoy an Alaskan lunch on board.* ***Bottom:*** *The Fort Worth & Western station in Grapevine, Texas, is seen outside the dome of the Wilderness Explorer. Texas scenery will not be the normal view outside the domes once they are in regular service.*

New cars for Alaska

THE TALLEST DOME CARS in Alaska passenger service will soon be rolling through the northern tundra as part of the *Wilderness Express,* a new rail operation of Royal Celebrity Tours. A new land tour operator, Royal Celebrity Tours was created by Royal Caribbean Cruises, Ltd., which owns Royal Caribbean International and Celebrity Cruises. The *Wilderness Express* will connect with Royal Caribbean's *Rhapsody of the Seas* and Celebrity's *Mercury* cruise ships in Alaska, providing passengers the opportunity to explore Alaska's interior either before or after the water portion of their trip.

The new 85-foot railcars were built brand new from the ground up by Colroado Railcar Manufacturing in 2001 and stand 18 feet tall. Among the amenities being touted by Royal Celebrity are the cars' complete accessibility including wheelchair lifts to the dome level (an industry first), personal music selections via earphones, dining service on the cars' lower level that will match the food service aboard the cruise ships and a 360-degree rear viewing platform. Each car seats 80 passengers. Royal Celebrity introduced the cars to media and travel agents at events in Denver, Dallas/Fort Worth (Grapevine), Los Angeles, San Jose, Portland and Seattle.

Once in Alaska, the cars will be part of a colorful trainset operating over the Alaska Railroad. Trains will contain cars from Royal Celebrity, Princess and Holland America, as well as the ARR's own cars. The *Wilderness Express* cars will be positioned directly behind the ARR's own cars in the train.

For more information on the Wilderness Express, visit *www.royalcaribbean.com* or *www.celebritycruises.com.* —*S.B.*

California and Texas

DURING THE SECOND WEEK in March two events that I really wanted to attend occured within three days of each other. The problem was, one was halfway across the country and the other was all the way across the country. One was, of course, Winterail in Stockton, California, on March 10th, an event that lets me meet a large percentage of R&R's west-of-the-Rockies contributors all in one place. But just as I was finalizing my plans to get to Stockton, I got an invitation from Royal Caribbean Cruises to check out its new railcars at a luncheon in Grapevine, Texas, on March 7th. Since I had never been to Texas before (other than plane changes at Dallas/Fort Worth and Houston on various trips) and since Royal Caribbean was footing the air fare bill, getting to the luncheon became a priority, but not at the expense of Winterail. The way air fares work, you really need to fly round trip point-to-point to get any kind of a break, so a circle Newark-Dallas-San Francisco-Newark trip was economically not going to work. Trying to avoid having to do a Dallas-Newark-San Francisco flying marathon all in one day, I checked with Royal Caribbean and they were nice enough to fly me to Texas from San Francisco. Therefore, on the evening of March 3rd, I set off on the first leg of my trip, flying from Newark to San Francisco.

Sunday, March 4th, was dreary, dismal and damp, but I headed into San Francisco to shoot streetcars. Since the weather was so miserable, I thought that brightly painted trolleys with headlights reflecting off the rain-soaked streets would be my best option. I started out on the J-Line on Church Street, getting a few shots of modern MUNI traction, then headed over to the F-Line on Market Street to get the PCC parade. I had done the PCC's before, but never on the southwest end of the line, and found many interesting angles from the elevated platforms in Market Street getting the classic cars passing palm trees. All to soon, it was time to head back to the airport. With soaked shoes and soaked cameras, I got on a plane heading for Texas.

On Monday. March 5th, I awoke in Irving, Texas, home of the five-time World Champion Dallas Cowboys (I've been a Cowboy fan since before they were "America's Team," back when Bob Lilly and Don Meredith led Dallas against Green Bay in the classic NFL championship games of the late 1960s, but I digress). Wes Carr, a dispatcher for BNSF, volunteered to show me around and we started with a quick tour of the north side of Fort Worth and Saginaw. Soon we were chasing a Kansas City Southern train northward on BNSF, getting several good shots. At Metro, where the train left BNSF and got onto KCS trackage we found many impressive photo angles. I have not had the opportunity to do much shooting on KCS in the past, so this chase was pretty productive for me. Following the chase, we caught up with a Fort Worth & Western local near the site of Tower 60, then headed over to Union Pacific's Centennial Yard where we saw power from Conrail, Norfolk Southern and CSX in a sea of Armour yellow.

Wes had to get to work in the early afternoon, so I caught a Trinity Rail Express train into Dallas from Irving. This was the bargain of the trip, as it cost only $4.00 for a pass to ride the TRE and DART light rail (and buses, if you were so inclined) all day. Upon arrival in Big D, I did some shooting around Union Station, then rode the light rail one stop west to the West End station. From there I walked back to Union Station through Dealy Plaza. I had noticed many potentially good photo angles of the TRE while riding in, and decided to use the rest of the crystal clear day getting lineside rather than riding. Upon returining to my car, I spent the last two hours of daylight along the TRE line in Irving.

Tuesday morning I hooked up with R&R contributor Ken Fitzgerald for more touring around Fort Worth. The morning was spent chasing a BNSF train north through Rhome and Decatur, then picking up a southbound for the return trip. We spent several hours around Saginaw, then headed into downtown Fort Worth to finish the day at Tower 55. This location was not disappointing, as we got several UP and Amtrak moves (including my first Amtrak "cabbage" F40 cab/baggage car) before the sun went down as both *Texas Eagles* wandered through the interlocking.

Wednesday morning was spent back at Saginaw before heading for the Royal Caribbean luncheon (**page 62**), then it was back to the airport for the flight to San Francisco. Since I arrived in rush hour, I headed for the Burlingame station to watch some Caltrain action and let the traffic die down before driving to Stockton.

I was up early on Thursay and beat the morning rush hour in Sacramento on my way to Donner Pass. I caught the *Reno Snow Train* and *California Zephyr* at Soda Springs near the summit, but the mountains were under clouds so I went into the desert beyond the Sierra at Reno, Nevada. The best shots of the day were of the *Zephyr* going past the famous "Reno — America's Biggest Little City" sign and a westbound UP train leaving town past the casinos. These two shots may vanish in the future, as there are plans to put the railroad into a "canal" through the middle of town. I finished the day with some night photography of the Donner Pass snow fighting equipment at Truckee, California.

The Central Valley was under clouds on Friday, so I headed to the Bay for a day of riding streetcars. I got on BART at the Pittsburg station, then bought a MUNI day pass ($6.00) in San Francisco. The skies were clear along the Bay, so I stopped to shoot PCC's on Market Street before riding the L-Taraval line with its relatively old Boeing LRV's. On the return trip I hopped off every three blocks or so and photographed the LRV's going over all the swales on Taraval Street. As evening approached, I headed back to Stockton to

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attend the pizza party sponsored by video producer Pentrex.

Saturday was spent at Winterail (**page 57**), and Sunday turned out to be a day of railfanning with friends from across the country. Californian Phil Gosney took a group of us to Franklin Canyon on BNSF and Pinole on UP for a day of fine shooting (certainly the best I had ever had in four or five visits to Franklin). In the group were Dave Oroszi and Terry Chicwak (and their wives) from Ohio, Steve Forrest from Kentucky, Ron Flanary from Virginia, Mark Possin from California and several others. It was quite an enjoyable way to finish the trip. That night I was on the red-eye out of San Francisco at 9:30 p.m. and in the office in Newton, New Jersey, by 8:00 a.m. the next day.

Thanks to tour guides Wes, Ken and Phil and all the other folks who made this trip so pleasurable!

Night photo alert

On May 19, 2001, I will once again assist Steamtown National Historic Site with its tribute to the U.S. military by providing flash for a night photo session. This annual event has produced some of the best night images in my collection, as ranger Kenny Ganz brings in an army (pun intended) of military re-enactors to populate the scenes. We'll be doing scenes involving steam and diesel power this year. Tickets are $15.00 — see the TIMETABLE listing for complete details. This is one of the best organized night sessions we do each year. Come on out and join us.

Steve

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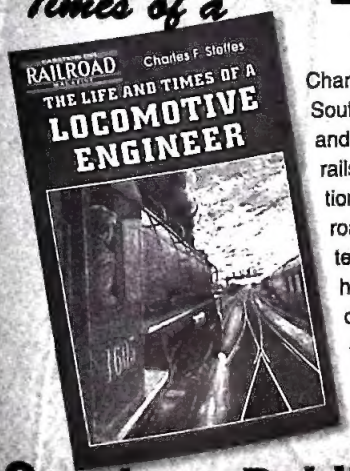

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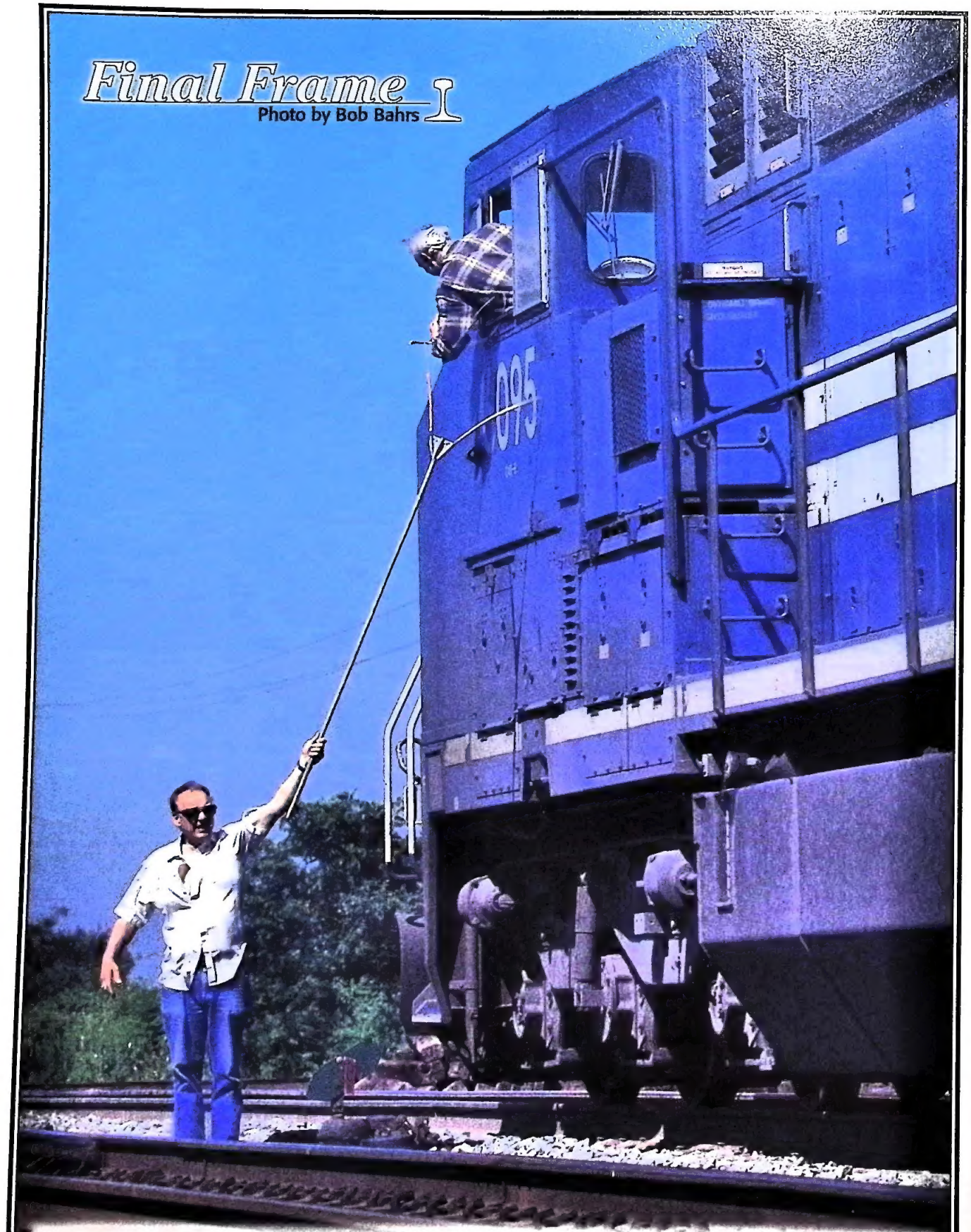

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